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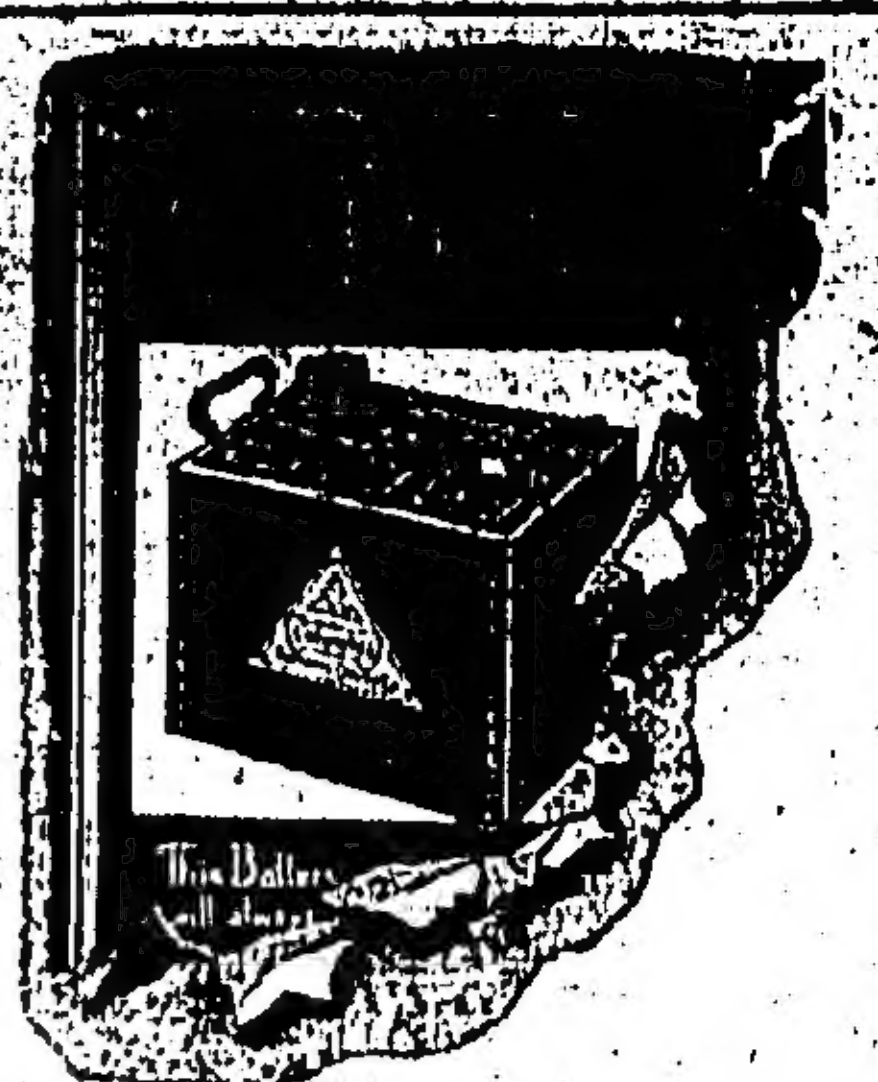
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"TURN THEM OUT"

GOVERNMENT ANGERS LIBERAL PARTY.

PROPORTIONAL REPRESENTATION REJECTED.

(Reuter's Service.)

London, May 2.

In the Proportional Representation Bill debate in the House of Commons, Mr. Asquith strongly supported the Bill, and the Home Secretary on behalf of the Government left it to a free vote of the House, but even if the second reading were carried he held out no hopes that facilities for its further progress would come for the present. He thought the Government's attitude would have been very different if the second principle of the Bill, namely an alternative vote, had been the main principle.

The Bill was rejected by 238 to 144 votes.

Liberals Incensed.

The Government's action regarding the Proportional Representation Bill has re-kindled Liberal resentment at the Government's treatment of the Liberal party, which threatened to become acute until Mr. Snowden's Budget apparently headed the differences. A recent meeting of the Liberal party decided on an intensive campaign in the country, but significantly postponed its decision regarding the extent or nature of the campaign until the second reading of the Proportional Representation Bill, which is one of the most vital planks in their programme, and on which they expected the Government to give full support, in view of the Liberals' whole-hearted reception of the Budget; consequently the Liberals are most bitter over the Government's decision to leave the Bill to a free vote of the House, which they contend was responsible for its rejection.

The state of feeling was indicated in the debate, when a Liberal called out: "Turn them out!", to which Mr. Henderson retorted: "If we are threatened like this and told we will be turned out if we won't go the way of the Liberals on all occasions, then get on with the job and turn us out."

CONSERVATIVE POLICY.

ADEQUATE DEFENCE FORCES.

PROTECTION FOR HOME INDUSTRY.

London, May 2.

Outlining the Conservative policy at a Primrose League celebration in the Albert Hall, Mr. Stanley Baldwin referred to the preference proposals adopted by the Imperial Economic Conference, and said if the Dominions think we are reluctant to make the smallest sacrifice for the greater good of the future, they will inevitably be attracted into economic orbits other than our own.

Alluding to the Singapore base, he said they did not object to gestures, but preferred to make them to their own people. Mr. Baldwin added that they were ready to enter into a conference to consider the limitation of armaments, but would not allow any weakening at present of the defensive forces of the Empire as they stood, and no further reduction of the Army. They accepted a one-power Navy equipped with cruisers to protect trade routes, and were for an Air Force competent to meet an attack from whatever quarter.

The Conservatives accepted the verdict of the last election, and did not propose to put forward a general tariff, but when they returned to power they would apply means analogous to the safeguarding of industries Act for industries suffering unfair foreign competition. He believed scores of thousands of Liberals and Labourites, although Free Traders, would support such measures.

READY FOR MACLAREN.

EX-R.A.F. MEN MAKING ARRANGEMENTS.

It was felt locally that very little was being done to ensure proper assistance to Squadron Leader Maclaren and his companions when they arrive at Hongkong, so about a score of ex-officers of the R.A.F. and other interested persons met at Volunteer Headquarters on Thursday evening to discuss arrangements for the landing of the British aviators.

Owing to the long delay caused by the necessity to change his engine, Maclaren will be held up in India for possibly at least another two weeks, and is not likely to arrive here until the end of this month at the earliest. This gives ample time to prepare for his reception, and the men who attended the meeting are already putting into motion the necessary machinery. It was agreed that the strike of water between Lantau Island and Stonecutters Island will be ideal for the landing and Mr. J. A. Shaw, of the Standard Oil Company, has kindly placed the buoys intended for the American fliers at the disposal of the British aviators. A wind cone will probably be set up, as well as a landing "T." Arrangements are in hand to send a map of the locality to Hongkong, as well as to wire the latest weather conditions immediately prior to Maclaren setting out on the "hop" to Hongkong.

Thursday's meeting also decided to have a luncheon in honour of the aviators if their stay here permits.

OUR FINANCES.

BALANCE STILL GROWING.

The Gazette publishes financial statistics which show that the Colony's credit balance at the end of January was \$17,205,286, as against \$15,971,495 on December 31st.

The revenue for January was \$2,488,694, as against \$2,179,926 for the same month last year, the expenditure figures being \$1,254,902 and \$1,092,129 respectively.

MORE STRIKE MADNESS.

Aircraft Workers Get Their Way.

London, May 2.

The Federation of British Aircraft Workers states that a meeting of the men's committee and an official of Imperial Airways, Limited, has resulted in a settlement of the air strike. The men will resume work on Monday.—Reuter.

INTERNATIONAL INSTITUTE OF AGRICULTURE.

Rome, May 2.

The Assembly of the International Institute of Agriculture was opened in the presence of the King, Cabinet Ministers, and delegates from seventy States. Signor Mussolini in a speech of welcome wished the Institute prosperity, and said he hoped it would beneficially affect the interests of agriculture all over the world.—Reuter.

STILL MISSING.

OTHER FLIERS TO "CARRY ON."

Search For Leader Continues.

Washington, May 2.

Orders have been telegraphed to Lieutenant Smith, who is in Dutch Harbour, to proceed on the American world flight with the other three aeroplanes, as soon as the weather permits.

Meanwhile the search for Major Martin continues.—Reuter's American Service.

ANOTHER JAPANESE LOAN POSSIBLE.

New York, May 2.

The Washington correspondent of the Journal of Commerce states that Japan will probably seek to float another loan in the United States next year, probably for one hundred and fifty million dollars.—Reuter's American Service.

FEWER WEAPONS FOR CUBANS.

Washington, May 2.

The Government has placed an embargo on the shipment of arms to Cuba, at the request of the Cuban Government, owing to the conditions of violence existing there.—Reuter's American Service.

CHANGE OF SOVIET HEADS.

Riga, May 2.

Well-informed circles at Moscow foreshadow the imminent reorganisation of the Soviet Government whereby Trotsky will replace Dzierzinsky, as head of the Supreme Economic Council, who takes over direction for the War Department.—Reuter.

LOCAL FLYING.

MACHINE READY FOR TO-MORROW'S STUNTS.

Yesterday evening Mr. Harry Abbott, and the kind helpers who have come forward to assist him in preparing for his flight at the Race Course to-morrow, had a final run of his plane's engine, and everything proved most satisfactory, the starting-up being quick and efficient.

The machine, a Curtiss biplane, was moved out in the evening to the timber yard, and here the wings are being fixed on to the body. It is expected to have a trial flight as soon as everything is ready.

The whole story of Mr. Abbott's preparations is one of pluck and grit triumphing over great obstacles, and that is why we wish him every success in his venture. With but a few weeks on his hands, he had to repair a machine that had been damaged and had been lying untended for more than a year. After that, there was the assembling to be done and other preparations to be made, and even one of his parachutes (in which he does a double drop in mid-air) has had to be made with his own hands. With hardly a friend in the Colony, this young American dauntlessly faced his difficulties, and working always against time so as not to break faith with his supporters—labouring often past midnight after a whole day in his workshop—he has nearly attained the goal of his endeavour. There have been unexpected obstacles and the airman has hardly found sufficient time to give his machine a proper test. However, he intends to keep faith with the public to-morrow afternoon, and we trust will be entirely successful. We write quite impartially on the subject, but feel that a tribute should be paid to this youth with a great heart.—Reuter.

FOOTBALL SEASON CLOSES.

Hongkong's Thirty-Four Teams.

THE SECOND DIVISION PROBLEM.

(“Hongkong Telegraph” Special.)

To-day marks the close of the football season—a season which has demonstrated in a really remarkable way the growing popularity of the game in Hongkong. Time was, only ten years ago, when there were, but five teams in the senior division of the League, those teams being the Navy, the Club, the R.G.A., the R.E.s, and a team representing whatever regiment was occupying the Garrison. There were generally about eight teams in the junior division—a striking contrast to the position to-day. During the season now closing there were no fewer than fourteen teams in the senior division and twenty teams in the junior division, a total of thirty-four teams altogether. Surely, for a Colony like Hongkong, this is a very striking evidence of the spread of the pastime. Not only Britishers, but Chinese, Portuguese, Filipinos, and Indians join in the game, and it can be truly said that football provides a common meeting ground for men of differing nationality that otherwise would not be found. It is a clean, healthy game, and although there have been one or two “incidents” during the season now closing, the game as played here does represent a high class of sportsmanship and is undoubtedly productive of good.

With the game becoming so popular there is a shortage of playing field accommodation. Notwithstanding the fact that there are eight playing pitches as against three of a few years ago, the programme for the past season really called for the use of ten grounds, and, failing their provision, mid-week matches had to be resorted to. Every ground was used twice on a Saturday afternoon—once for junior and once for senior matrons, and even then the programme fell behind schedule. It speaks something for the hardness of our footballers that the season here has now lasted for over seven months—almost as long as it lasts in England.

THE FIRST DIVISION.

With regard to the first division, the teams originally entered for this season were H.M.S. Tamar, the King's Police, H.M.S. Titania, H.M.S. Ambrose, H.M. Submarines, Club, H.M.S. Diomed, Kowloon, R.G.A., South China Athletic, H.M.S. Durban, H.M.S. Hawkins and H.M.S. Carlisle. It will thus be seen that out of those fourteen teams, eight were drawn from the Navy, which previously entered only one team representing the whole service. It was unfortunate that the Submarines had to drop out, but H.M.S. Despatch took their place. The Durban was detained up North longer than was expected and found it impossible to keep its league fixtures, whilst it was very bad luck on the Tamar that the trouble in Canton took away a great many Royal Marines and thus prevented the ship from completing its obligations. Had the Tamar been able to keep going, its team would have been near the top of the league if not actually winners, but the Tamar has played no game since Christmas. One of the most interesting teams in the first division is Kowloon, which was promoted after winning the second division four seasons ago, and which came near to winning the Challenge Shield, being just beaten by the Surrey's this year. Kowloon has done much better, since it had a ground of its own on the Peninsula, and is a Club that ought to have a very good future. The Police, although they dropped out for a year or two, will be remembered as winners of the Challenge Shield in 1922-23, and ought to be remembered as a successful side.

South China Athletic—which was formed a few years ago out of the old Confucians and Diocesan Boys' School teams—came back full of hope after their tour of Australia and not only put out three playing teams but were winners of the League. Of the other teams there is little to add, except to commendate with some of the naval sides in having to forego matches owing to their duties taking them out of the Colony, and to congratulate the Surrey's (successors to the Kings) on winning the Shield.

THE SECOND DIVISION.

It is in the second division where one finds several new teams, among them being the Sacred Heart, South China “B,” Filipinos and Iriquoise. The Filipinos did not do too well, only scoring one goal all through the season—against the R.G.A., but owing to the default of the Tamar, the Diomed, and Iriquoise they had six free points given to them. The Club de Recreo first played about four years ago and, after dropping out for a year, came back quite strong, having recruited from the old St. Joseph's team which won the junior division for three years running. The full list of teams playing in this division was: Club de Recreo, University, Titania, Sacred Heart, King's (later Surrey's), Tamar, Hawkins, South China “A,” Filipinos, South China “B,” Kowloon, Iriquoise, St. Joseph's, Durban, R.G.A., Club, Bluebell, Diomed, Marazion, and Holyhook. The Marazion took the place of the Carlisle second string, which had to drop out owing to the ship being detained up North, and the Holyhook was admitted soon after the season had begun. There were even more applications for admission, but numbers had to be kept down, and each team was limited to playing each other team once, this doing away with the zest of having “revenge.”

A SECOND DIVISION PROBLEM.

The Hongkong Football League will have a little problem to solve in connection with the second division next year, if it wishes to retain the interest of really “junior” teams. The second teams of the navy and army are composed of older and bigger men than the average junior civilian players, and whilst all credit should be given to the second team of the Titania for winning the league, it is undeniably true that weight had a great deal to do with it. Civilian junior teams are far too young and too light for heavy opponents from the Services, and the suggestion has been put forward that the junior division should be run in two sections next year, one for the Services and one for the civilians. That would be tantamount to running three leagues, but it would give every team a chance of meeting their opponents twice, it would remove a lot of the “funk” witnessed every Saturday during the past season, and it would tend to encourage youngsters. Unless something is done along such lines, junior civilian football will be killed.

MORE GROUND WANTED.

There was not one Saturday during the past season on which the laid-down programme could be carried out. It came to a matter of arranging a weekly fixture list—largely due to lack of playing accommodation. In the old days there used to be just three grounds—the Club ground and two inside the race track. Three years ago the Bookmopoo Valley ground was added, and the two grounds inside the race track were made into four. This

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HONDA WINS.

WORTHINGTON'S FINE FIGHT IN FINAL.

R. E. Worthington put up a splendid fight in the final of the Colony's lawn tennis championship last evening, when he met and was defeated by T. Honda, the clever Japanese player. The latter won by three sets to one and 24 games to 17. There was a large crowd present to witness the match, and spectators were rewarded with an excellent contest in which both men showed up well.

On the run of play, Honda thoroughly deserved his win, but it must be added that his opponent put up a really splendid fight. The Japanese was the more forceful player. He served better, drove with more pace and his tactics were slightly superior. Of Worthington it can be said that he lost many opportunities just at the crucial moment. This fact was demonstrated on many occasions when he only needed a point to win a game, and it was particularly true in the opening set when, after being 3-5 down, he pulled up to a lead of 6-5 with a score of 40-love in his favour and then lost the set. Once or twice, due to over-anxiety, he failed when he had Honda outplayed, whilst at short chops over the net failed. On the other hand, he gave Honda a lot to think about by keeping him well on the run, and with a little more steadiness the match would undoubtedly have gone the full five sets. When he led by 2-0 in the fourth set, he was only one game down on the aggregate (18 to 17), but he failed to get any.

(Continued on next column.)

year the Kowloon ground was added, but others are still wanted. Ten years ago there were not enough teams to keep League play going every Saturday—a league game was played one week and a United Services League game the next. In fact, the Hongkong Club had to apply for admission into the United Services League as Volunteers in order that their players could get enough games. That position has changed very much to-day and the difficulty is to get the programmes completed.

Football players owe a great deal to the Hongkong Football Association and the above short review of the past season and the present position of the sport would not be complete without an acknowledgment of that fact. By controlling the game, the league, and referees, the above organisation is doing a very necessary and at times a none too thankful task.

more and in the end was outplayed by Honda. On the whole, it was a good match, with plenty of variety, and it will long be remembered by all who witnessed it.

The first set was the most exciting of any. Honda started off more steadily than his opponent and was soon leading by 4-2. In the next, Worthington was responsible for some good playing, which won him the game. He had a 40-love lead in the eighth, for which there was a very keen tussle, both men placing well. Honda eventually won it and also the ninth, thus leading by 5-4. The next game was the most keenly contested of any. Douce was called seven or eight times, and again and again both men were within a point of winning. Worthington eventually making it 5-all. He also took the next, Honda only scoring one point but, although serving, he lost the next after leading 40-love. The Britisher again took the lead at 7-6, but Honda got the next two, the last without Worthington registering a point. The second set was easily Honda's. He had a 3-love lead, when Worthington took a game, and then went on to win all the rest excepting the seventh, thus winning by 6-2.

In the third set, Worthington made a splendid recovery. Playing good all-round tennis, he established a 4-0 lead and later led by 5-1 after being 15-40 down in the sixth game. However, Honda rallied and took the next two, but Worthington walked off with the next, winning the set by 6-3.

The last set opened promisingly for Worthington, who took the first two games. He got no more, however, and Honda, settling down to serious work, easily won.

Two other matches were played off yesterday in the tournament. R. M. Henderson defeating G. W. Sewell in the “A” Class Handicap by 6-4, 6-3, 6-4; and G. R. More defeating D. D. Dryden in the “B” Class Handicap by 6-0, 6-0, 6-1.

The prizes were presented at the close of the Honda-Worthington match, a report of this function appearing elsewhere in this issue.

LAWN TENNIS INTER- NATIONAL.

London, May 2.

Risely has been appointed the non-playing captain of the British Davis Cup team, playing for Torquay on May 10th. Austria meets Switzerland in the Davis Cup on May 17th.—Reuter.

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TENNIS TOURNAMENT.

PRESENTATION OF PRIZES.

At the conclusion of the championship final between Worthington and Honda on the H.K.C.C. ground last evening (reported elsewhere in this issue) the prizes won during the tournament were presented. The ceremony was performed by Miss Joyce Holyoak.

Mr. H. R. B. Hancock, the Captain of the Club, in introducing Miss Holyoak, remarked that the game they had just witnessed that afternoon brought to a conclusion their annual tennis tournament, and he thought all would agree it had been a very good ending to the season's tennis. They had been particularly fortunate in regard to the weather. Thanks to those who had assisted in running the tournament and keeping the players up to their proper dates, they had got through the matches very well indeed. They had several new winners this year. In the first place they had a new open champion of the Colony, Mr. Honda. (Applause). He had not got through without a very hard struggle. Mr. Worthington hoped next year to try him out again, whilst Mr. Ng Sze-kwong had told him that he himself was going to win the championship again. (Laughter). Mr. Ng Sze-kwong, as they knew, was the champion of the Colony for six years running, which was a very fine record. He only played through the whole tournament this year at his own wish. As he was the champion he had the option of defending his title, but good sportsman as he was, he decided to play right through. (Applause). All of them enjoyed watching him play, and he thought the exhibition he gave in the final of the doubles the other day gave great pleasure to his many admirers in the Colony. (Applause).

They had again two new winners in the Open Doubles Championship in Mr. O. Rumjahn and Mr. H. D. Rumjahn. He thought they ought to congratulate them very heartily on their success. They played consistently well right through the tournament; they were very young yet and they had many good tennis years in front of them. He thought that they would hear of them again in the future.

The Workers.

Proceeding, Mr. Hancock said Mr. Ng Sze-kwong won the last challenge cup outright, and Sir Paul Chater had this year very kindly presented a new trophy. It had to be won three years in succession or four times in all to become the property of the competitor. In conclusion, Mr. Hancock thanked, on behalf of the Cricket Club and the spectators, all those who had worked so hard and well and thus contributed in no small degree to the success of the tournament. There were three or four names that occurred to him. The first was Colonel Robertson, who had umpired so many matches so very efficiently and to the great satisfaction, he was sure, of all the players. Secondly, there were Mr. McNicoll and Mr. H. E. Hollands, who had looked after collecting the tickets and running the stands, not a very easy task in some of the matches. Then there was their old friend and one-time champion, Mr. Nesbitt, who did a lot of work in a quiet way. He was a great help to the Handicapping Committee, and a thorn in the side of players who did not come up to scratch. Another gentleman who had done a

BILLIARDS.

The game in the Palace Hotel Handicap last night was between H. Miles and E. Antonio. Miles won, 250-217. His best breaks were 20 (2), 17 (2) and 14, whilst Antonio's highest were 30, 19, 18 and 15 (3).

CANNIBALS.

MEAT-PIE VENDORS
ARRESTED.

(Our Own Correspondent.)

Shanghai, May 2.
A Hankow message reports that four vendors of meat pies have been arrested, charged with cannibalism.

The men are accused of kidnapping and slaying children, selling their bodies as food and disposing of their eyes and livers to native druggists.

When the arrests were made there was a popular outbreak and a riot occurred. The soldiers fired to quell the disturbance, and accidentally shot four onlookers.

Dr. J. G. Lyon Brown is examining some intestines found in the prisoners' dwelling, to ascertain whether they are human or animal.

PASSING OF NOTED SKIPPER.

Captain Wingo, the famous Essex skipper who sailed Shamrock I. and Shamrock III. for the America Cup, has died at Brightlingsea. He came from an old seafaring family and was born in the cabin of a schooner. His playground was the deck of the schooner, and he was hauling ropes as soon as he was able to toddle. In his thirty years at sea he never had a long spell of shore, and went through every grade of seamanship till he gained the command of trading vessels.

great deal of work behind the scenes was Mr. Greenhill, the Hon. Secretary. Mr. Hancock was sure the tournament would not have been the success it was if it had not been for all the time and work Mr. Greenhill had given to it.

Presentation.

In calling upon Miss Joyce Holyoak to distribute the prizes, Mr. Hancock remarked that her father was a very old member of the Cricket Club and a very keen supporter. Miss Joyce was an enthusiastic tennis player, and had confided to him that she hoped to win the ladies championship one day (Laughter and Applause).

Miss Joyce Holyoak then presented the trophies to the following:

Open Championship Singles: Winner, T. Honda; runner-up, R. E. Worthington.

Open Championship Doubles: Winners, O. and H. D. Rumjahn; runners-up, Ng Sze-kwong and C. Chon.

Handicap Singles "B": Winner, G. R. More; runner-up, D. D. Dryden.

Handicap Doubles: Winners, H. Owen Hughes and G. R. More; runners-up, L. Forster and Dr. Aubrey.

Mr. Hancock mentioned that the Club Championship and the Mixed Doubles handicap had not yet been completed. He asked Miss Holyoak to accept a lovely bouquet of roses in a silver container, tied with the Club colours, and the proceedings were brought to a close with cheers for the ladies.

The match between Henderson and Sewell in the Handicap "A" final had not concluded in time for the public presentation of the cups to be made to them.

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MURDERER'S PUNISHMENT.

A Son Who Shot His Father.

Shortly before China New Year I learned of the burning in a region frequently visited of a man who had murdered his father, but as such severe punishments are not uncommon, it was not regarded as worthy of reporting, states the Hanchow correspondent of the N.C.D.N. But a late visit brings to light some particulars that are rather unique—at least in the writer's experience.

The victim was a young man who had been known to be living the life a robber and his father had taken occasion to warn him of his danger and exhort him to reform. The son, enraged at his father's exhortations and rebukes, deliberately shot and killed the latter.

His older brother and uncle immediately effected the capture of the murderer and at a conclave of the family clan it was determined that he should receive as terrible a punishment as they could invent. Naturally they felt themselves unskilled in

the art of torture and took their victim over to the nearest camp of soldiers and requested the commanding officer to execute him in the most spectacular way he could invent. The soldiers who were no longer entertained by the daily executions at the hands of a firing squad naturally took a great interest in the affair and did their best to satisfy the demands of the enraged family.

MARKET DAY CHOSEN.

Market day just before New Year was selected as the best date and many thousands were present to witness the scene. The murderer was suspended by his feet, only his trousers being left on him. Those were soaked with kerosene and fired from the top, and a bundle of rods was also fixed so that his feet and legs would be slowly consumed. Chinese observers are not always accurate in their estimate of time but they claim that this slow burning continued for fully two hours.

The victim was throughout determined to show his courage and in spite of his awful sufferings kept up a constant flow of reviling against his family. To put

a stop to this abuse one of the soldiers ripped open his cheeks with a knife but this was absolutely ineffectual in checking the flow of curses. Finally when the white-hot lava of his maledictions became utterly unendurable to the watching family, one of them piled a heap of straw beneath the victim's head and fired it, bringing to an overlasting silence the tongue that nothing had ever before tamed.

I was not able to hear one word of commiseration for the victim. To my query whether anyone felt that such tortures were unjustifiable there was an emphatic denial. It was pointed out that his own family were the directors of the affair and that he got only his just deserts. He had committed the greatest crime in the Chinese Code and no possible punishment could be too severe.

TWO MILLION PRESCRIPTIONS! Panel doctors in Lancashire last year issued to insured patients 2,200,460 prescriptions, compared with 1,787,756 in 1922. Dispensing fees amounted to £73,104, compared with £73,104, compared with £67,605.

Where there's a leaden roof and silver floor,
Where you hear the angry bark of a "forty-four",
Where society ends as you step through the door, that's—

"WHERE THE NORTH BEGINS"

Where the word of man is no longer law
Where life depends upon fangs and claw,
Where nothing is heard but the cold wind's roar That's—

"WHERE THE NORTH BEGINS"

SEE —

THE FAMOUS POLICE DOG

Where many a man reaches his journey's end,
Where strong men stand and weak men bend,
Where truly a dog is Man's best friend, That's—

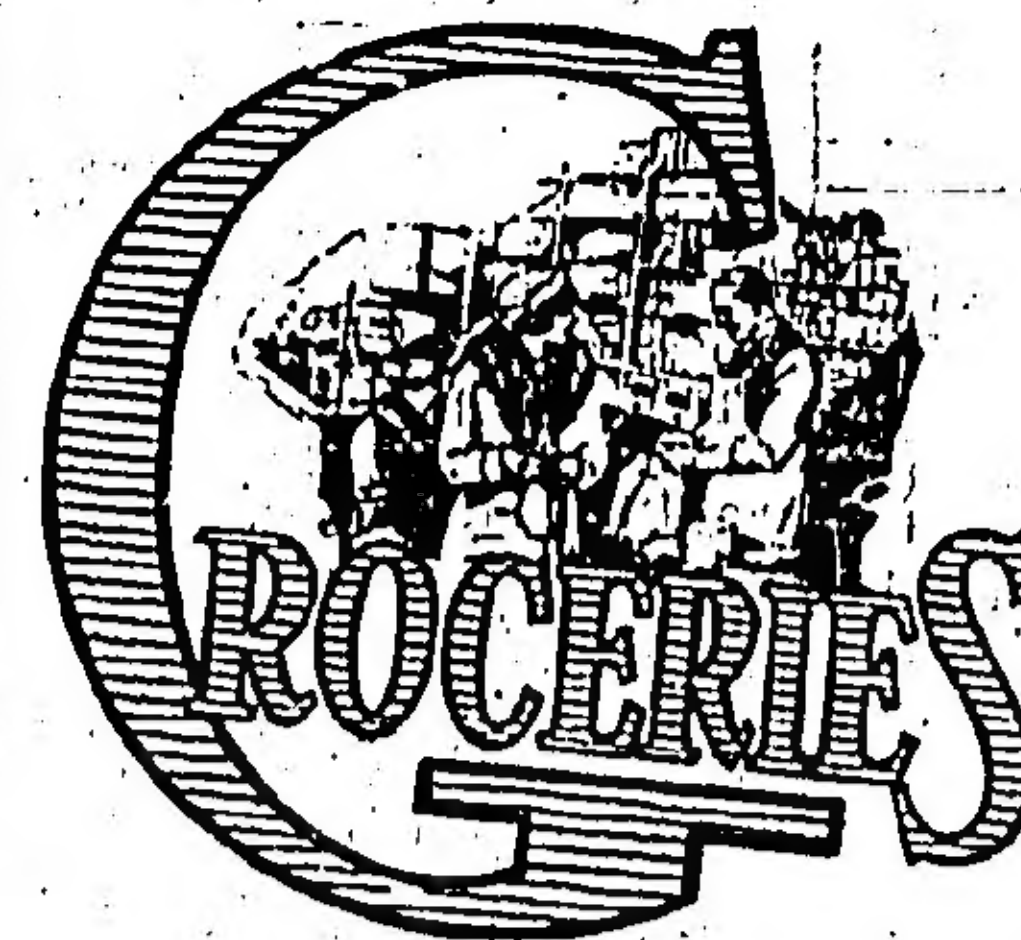
"WHERE THE NORTH BEGINS"

R I N
T I N
T I N

"WHERE THE NORTH BEGINS"

LAST SHOW TO-DAY

at the WORLD THEATRE.



Your inspection of all our stock is cordially invited. Will you please come in for a TRIAL ORDER with us, as we greatly appreciate your kind patronage.

J. P. VIEIRA REMEDIOS & CO.

Tel. 3238. Happy Valley Variety Store. 10, Morrison Gap Road.

STEPHEN, FRASER

(LONDON).

Commission Agents.

EXPERT BUYERS of ALL CLASSES

OF

COTTON AND WOOLLEN GOODS.

Very Best Terms Against Bankers' Credits.

Tel. Address.— MOORGATE HALL, LONDON, E.C. 2.

BEETLE VIRUS

A New discovery which is certain destruction to

COCK ROACHES

Harmless to Dogs, Cats and Human Beings

EASY, SAFE EFFECTIVE

THE PHARMACY.

FLETCHER & CO., LTD.

ASIATIC BUILDINGS

26, Queen's Road, Central.

Tel. 345.

Tel. 345.

QUEEN'S THEATRE

MAY 2nd to 5th,

A Brilliant Portrayal of Americanism and Valor. The Story sparkles with Humour and Daring and abounds in Intensely Interesting Dramatic Situations.

"THE HERO"

at 2.30, 5.15, 7.15, and 9.15 p.m.

2.30 and 7.15 p.m.	Box \$ 7.20 (6 seats),	Dress Circles 80 cts.	Stalls 50 cts.	2nd class 30 cts.
5.15 p.m.	" \$ 9.00 "	" \$1.00 "	" 70 "	" 40 "
9.15 p.m.	" \$12.00 "	" \$1.50 "	" \$1.00 "	" 60 "

SUNDAY MATINEE at 6 p.m.

A Panama Picture "Restless Sex"

Box, Dress Circle and Stalls can be booked at the Theatre.

NEW ADVERTISEMENTS.

PREPAID
ADVERTISEMENTS

25 WORDS—
\$1.00 for 3 insertions
\$1.50 if not prepaid
Box; if No State is required

WANTED.

WANTED.—Furnished House with four bedrooms for not less than 6 months from 1st August. "F" c/o Shewan Tomes & Co.

WANTED.—competent stenotypist. Please state in writing experience. Apply Box No. 1121 c/o "Hongkong Telegraph".

TO BE LET.

TO LET.—1 Office Room on 5th Floor, China Building, for immediate occupation. Apply Canton Trading Association Ltd. same floor.

TO LET FOR 6 MONTHS.—Peak residence—253 "The Falls" unfurnished, with garden and swimming tank. Possession 1st April, 1924. Apply SANG KEE, New Bank Building.

FURNISHED FLAT.—Four rooms, Bath room, May Road. To let from June 1st to Sept. 30th. Reply Box No. 1119 c/o "Hongkong Telegraph".

PRIVATE HOTEL, 1, Victoria Gardens, Kowloon, 1 minute from ferry, next door new hotel. Terms from \$4 per day, full board; special rates for families. Telephone K. 357.

TO LET.—Immediately, unfurnished Flat on the Peak, three large rooms, two bathrooms kitchen etc. Rent \$175.00 per month. Apply Box No. 1122 c/o "Hongkong Telegraph".

TO LET.—Centrally situated ground floor premises suitable for a Bank or Shipping Office. Also few office rooms. Apply P. O. Box 259.

TO LET.—Portion of Ground Floor in "St. George's Building" premises at present occupied by Messrs. Hawthorne and Pearson. Immediate occupation. For Particulars Etc. Apply to HONGKONG & TERRITORIAL ESTATES LTD.

TO BE SOLD Small Tannery at Ma Tau Kok, Kowloon, together with Plant & Machinery and Stock of Chemicals. Area approximately 26,000 sq. ft. also a plot of land adjoining the tannery area approximately 1,800 sq. ft. Apply PERCY SMITH & FLEMING, 6 Des Vaux Road Central, (Bank of Canton Building).

FOR SALE.

WIRELESS Courses complete in five series, by University Professor and expert of World standing. Phone: 4630. Write: Everette Electrical Company, 8 Des Vaux Road.

NOTICE.

GEORGE WALTER SHEPARD has this day been authorised to sign the name of our Company. Frederick Charles Hall, has been authorised to sign for the Company "per procreation". JARDINE, MATHESON & CO., LTD. Hongkong, 1st May, 1924.

KOWLOON FOOTBALL CLUB.

THE Annual Dinner will be held in the Hongkong Hotel on Friday, 9th May, at 8.00 p.m. Price per person \$5.00, exclusive of Wines. All those wishing to attend please send their names to the undersigned before 7th May. F. WHEELER, Hon. Secretary, c/o Kowloon Godown Co.

Other notices appear on Page 3 & 12

G. R. NOTICE.

IT IS HEREBY NOTIFIED that on and for Sunday, the 4th instant, the Supply of Water to that portion of the RIDER MAIN DISTRICTS lying West of Eastern Street will be controlled by bringing the Rider Mains into operation and that Water will be turned on to such RIDER MAIN daily for Two Consecutive Hours. Information as to the Hours of Supply to any Particular Property may be obtained on application at the office of the Water Authority, The Secretariat for Chinese Affairs, or at the Tung Wah Hospital.

HAROLD T. CREASY, Water Authority, PUBLIC WORKS DEPARTMENT. Hongkong, 1st May, 1924.

ST. ANDREW'S SOCIETY HONGKONG.

The General Committee of the above Society has arranged with

MR. WILLIAM HEUGHAN, the well-known Scottish Bass-Baritone, for an

ALL SCOTTISH NIGHT on Wednesday, 7th May.

All Members are therefore recommended to attend. Seats may be booked at Messrs. Moutrie's.

A. RITCHIE, Acting Hon. Secretary.

ST. ANDREW'S CHURCH KOWLOON.

Fifth Annual

Children's Festival TO-MORROW (Sunday), May 4th.

11 a.m. and 6 p.m.

THE ROYAL HONGKONG GOLF CLUB.

LADIES

1.—Now bye-laws for ladies have been approved and will be published forthwith.
2.—Ladies from whom, or on behalf of whom applications for the privileges of the Club have been received will please (except in cases where personal notification has been sent to the contrary) accept this intimation that their applications have been approved by the Committee. Registers are in course of preparation and will be placed in the Club houses.

SUMMER EVENING TRAINS TO SHEUNG SHUI

The attention of Members is invited to notices now posted on the usual notice boards. By order of the Committee, E. D. MATHEWS, Secretary Royal Hongkong Golf Club. Hongkong, 2nd May, 1924.

NOTICE.

ABOUT EDUCATION.

The big prizes in life go to the trained man and woman. Natural gifts are the heritage of few, but training and education are within the reach of most. The best way of providing the funds necessary for this purpose is through our educational policies. Absolute security and liberal provisions. Inquiries will receive prompt attention. The Sun Life Assurance Company of Canada, 15, Queen's Road Central, Hongkong.

F. M. WHEELER, Manager.

In the Matter of the Companies Ordinances, 1911-1921. and In the Matter of the Union Engineering Co., Ltd. (In Voluntary Liquidation)

NOTICE is hereby given pursuant to Section 188 of the Companies Ordinance, 1922, that a General Meeting of the Members of the above-named Company will be held at Prince's Building, 100 House Street, on Wednesday, the 4th June, 1924, at 5.15 p.m. for the purpose of having an account laid before them showing the manner in which the winding-up has been conducted and the property of the Company disposed of, and of hearing any explanations that may be given by the Liquidators, and also of determining by Extraordinary Resolution the matter in which the Books, Accounts, and Documents of the Company and of the Liquidators thereof shall be disposed of. Dated this 3rd day of May 1924 F.X. d'Almada Remedios—S. Jex LIQUIDATORS.

"DAYTIME WIVES"

WHAT A TITLE & WHAT A PICTURE!



BOXING TOURNAMENT.

The Annual Boxing Meeting of the East Surrey Regiment will be held as follows:
Preliminaries between the 5th and 8th of May.
Finals at the CITY HALL on SATURDAY, May, 10th. Tickets for Preliminaries at Garden Rd. entrance to Murray Barracks—One Dollar and Fifty Cents. Semi-Finals and Finals—Ring side seats \$2.00 remainder of hall \$1.00.
Soldiers and Sailor in uniform half price to all seats.

HONGKONG JOCKEY CLUB.

DRAFT PROGRAMMES and Entry Forms for the Third Extra RACE MEETING to be held on the 24th May, 1924, (weather permitting) may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables. Entries close on the 10th May, 1924.

NOTICE.

THE Undersigned have this day been appointed distributing Agents in South China for the China Cotton & Silk Works, Shanghai.

MUSTARD & COMPANY INC.

NOTICE.

MOVING Pictures of Hongkong taken for the British Empire Exhibition will be exhibited at the Helena May Institute on Monday, May 5th at 9.15 p.m.; Tuesday, May 6th at 5.30 p.m.; Wednesday, May 7th at 9.15 p.m.; Thursday, May 8th and Friday, May 9th at 5.30 p.m. Adults \$1.00; children 50 cents. Pay at the door.

G. R. LAND AND BUILDINGS at PAKHOI. FOR SALE.

HIS Britannic Majesty's Government invites offers for the whole of that lot of land less a small portion leased to the Church Missionary Society, at Pakhoi known as the British Consulate Lot, together with the buildings thereon. The land to be sold is held in perpetuity. The buildings, consisting of one large substantially built residence and on one small house both with suitable servants quarters, and stables, were erected in 1885 and are in a good state of repair.

Copies of the Title Deeds and plans of the land and buildings may be seen, on application, at the Office of the Director of Public Works, Hongkong, or at the British Consulate, Kiangchow at H. B. M. Office of Works, Shanghai. Permission to inspect the land and buildings can be obtained on application being made to H. B. M. Consul, Kiangchow. Offers which should be lodged not later than 30th June, 1924, should be addressed to H. B. M. Acting Divisional Architect, H. M. Office of Works, Shanghai. W. J. ROBERTS, H. B. M. Acting Divisional Architect. Shanghai, 30th April 1924.

HERE'S A LIST OF THE LATEST DANCE RECORDS

May Be	do.	Fox-Trot.
Heartaches	do.	
Since Ma is Playing	do.	
Mah-Jong	do.	
Hula-Lou	do.	
You're in Kentucky	do.	
Dream Daddy	do.	
Mr. Radio-Man	do.	
Covered Wagon Days	do.	
Don't Forget to Remember	do.	
Take a Little One	do.	
Step	do.	
On Such A Night	do.	
"No" Means "Yes"	do.	
Nine O'clock	do.	
Are You Lonely?	do.	
Ellean	do.	
Until To-morrow	do.	
Beautiful Mexican	do.	
Rose	do.	
Limehouse Blues	do.	
Virginia, Don't Go	do.	
Too Far	do.	
Love is all I ask of you	Waltz.	
I Still Believe in You	Waltz.	

ANDERSON'S

NOTICE.

NOTICE is hereby given that scrip No 4227 for 500 shares Ewo Cotton Mills Ltd. in the name of Mr. Ezra Abraham of Hongkong together with a duly executed transfer deed purporting to assign the said shares has been lost.

The said shares are the property of the undersigned and application has been duly made to the Company for the issue of a duplicate scrip.

The public is therefore warned against dealing with the said shares without reference to the undersigned. Any person having any knowledge as to the whereabouts of the said scrip is asked to communicate with the undersigned.

ELLIS & CO. Share and General Brokers, 23, 100 House Street, Hongkong, 9th April, 1924.

THE SIMPLEX PLASTER CO., LTD.

NOTICE is hereby given that the Statutory Meeting of the Company will be held at 3.00 p.m. at the Registered Office of the Company, 2nd floor, China Building, Hongkong, on Friday, the 9th day of May 1924. By order, China American Industrial Developing Co., Ltd. General Managers.

THE CHINA FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN that the FIFTY-FIFTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hongkong, on FRIDAY, 16th May, 1924, at 12.20 p.m., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1923, and of declaring Dividends etcetera.

THE TRANSFER BOOKS of the Company will be closed from May 2nd to May 16th, both days inclusive. By Order of the Board, C. MONTAGUE EDE, General Manager. Hongkong, 26th April, 1924.

UNION INSURANCE SOCIETY OF CANTON LTD.

NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN that the FIFTY-FIRST ORDINARY YEARLY MEETING of the Society will be held at its Head Office, Union Building, Hongkong, on FRIDAY, 16th May, 1924, at NOON for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1923, and of declaring Dividends etcetera.

THE "TRANSFER BOOKS" of the Society will be closed from May 2nd to May 16th, both days inclusive. By Order of the Board, C. MONTAGUE EDE, General Manager. Hongkong, 26th April 1924.

BRITISH TRADERS' INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN that the FIFTY-EIGHTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hongkong, on FRIDAY, 16th May, 1924, at 12.15 p.m. for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1923, and of declaring Dividends etcetera.

THE TRANSFER BOOKS of the Company will be closed from May 2nd to May 16th, both days inclusive. By Order of the Board, C. MONTAGUE EDE, General Manager. Hongkong, 26th April, 1924.

KOKUSAI KISEN KAISHA.

S.S. "TOKUFUKU MARU".

WE hereby notify all consignees of cargoes per the above steamer that she collided with some steamer on the night of 25th March 1924 and sank in the Dover Channel, and there is no prospect of salvage of the hull and cargoes. It is hoped, therefore, that consignees will take the useful steps in this connection in their interests.

NIPPON YUSEN KAISHA Acting as Agents of KOKUSAI KISEN KAISHA.

'There's something wrong with my stomach'

When you find yourself saying that—think! Nearly all the serious ills of life start in the stomach and could be prevented if taken in hand in time. A stomach-ache is a warning, and if you wish to avoid such troubles as gastric ulceration and chronic dyspepsia you should take a hint from medical men and try Bisulphate of Magnesia. Acid causes stomach pain and Bisulphate of Magnesia neutralises this harmful acid the instant it enters the stomach. Bisulphate of Magnesia is a cure that is good for young and old; always beneficial. Bisulphate of Magnesia costs very little for powder or tablets at any chemist. The sure cure always has the famous oval Bisulphate Sign on the wrapper.

The Sign of the Genuine BISULPHATE See it on every Package

FORTHCOMING AUCTION SALES.

HUGHES & HOUGH LIMITED IMPORTERS, EXPORTERS AND GENERAL AUCTIONEERS.

PUBLIC AUCTION.

Lammert Bros.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction Tuesday, the 6th May 1924, commencing at 11 a.m. at Godown No. 7 (Upper) The Hongkong & Kowloon & Godown Co., Ltd., Kowloon (for account of the concerned) 706 Sacks Flour. (more or less damaged) Terms—Cash on delivery. LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS OF SALE of the VALUABLE LEASEHOLD PROPERTY

situate and being Rural Building Lot Number 175 (with extension thereto) to be sold by

PUBLIC AUCTION on WEDNESDAY The 14th day of May 1924 at 3 o'clock p.m. IN ONE LOT

by Messrs. LAMMERT BROS., Auctioneers, at their Auction Room in Duddell Street, Hongkong

Description. The Property consists of Rural Building Lot No. 175 (with extension thereto) comprising an area of about 43,466 square feet and known as Nos. 1, 2, and 3, Ellenbud Villas situated on the Victoria Road near Villa Miramere at a height of 200 feet above sea level with a fine Southerly aspect open to the Summer breeze.

On this site there have recently been erected three substantial modern Villas of brick and reinforced concrete constructed far in excess of the requirements of the Public Works Department. The site which is extremely healthy was originally intended for a Sanatorium and the present buildings constitute ideal family residences.

It can be reached from Statue Square in the 12 minutes by motor car, from Kennedy Tram terminus in 20 minutes walking. Further Particulars and Condition of Sale may be had from: Messrs. DEACONS, 1, Des Vaux Road Central, Vendor's Solicitors or from Messrs. LAMMERT BROS., The Auctioneers.

NOTICE TO CONSIGNEES

COEAN STEAM SHIP COMPANY, LTD. and CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer "DIOMED"

are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 1st May.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 7th May, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 21st May, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. 30th April, 1924.

Lammert Bros.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

Wednesday, the 14th May 1924, commencing at 12 (Noon) at their Sales Room, Duddell Street

The S. L. "FREE CHEUK" Length 114' 0" Breadth 21' 3" Depth of Hold 9' 6" Bridge Deck 74' 5" long Vessel propelled by two sets of Compound Surface Condensing Engines Cylinders H. P. 9" and L. P. 18" Stroke 14" Boiler 8' 6" Diameter x 8' 0" long

The S. L. "FREE IN" Length 84' 0" Breadth 15' 2" Depth of Hold 7' 6" Bridge Deck 44' 5" long Vessel propelled by one set of Compound Surface Condensing Engines Cylinders H. P. 10" and L. P. 20" Stroke 14" Boiler 7' 8" Diameter x 8' 0" long

The S. L. "FREE LUEN" Length 80' 0" Breadth 15' 0" Depth 7' 0" Bridge Deck 46' 4" long Vessel propelled by one set of Compound Surface Condensing Engine Boiler 6' 0" Diameter x 8' 0" long

30% of Purchase money to be paid on fall of hammer when vessel will be at purchaser's risk. For further particulars apply to the Undersigned.

Terms—Cash on Delivery LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

By order of the Mortgagees PARTICULARS OF SALE

of Valuable Leasehold Property, situate at Victoria in the Colony of Hongkong and known as No. 2, Calder Path

to be sold by PUBLIC AUCTION on TUESDAY,

The 6th day of May 1924, at 3 o'clock p.m.

by Messrs. LAMMERT BROS., Auctioneers, at their Sales Rooms, Duddell Street

PARTICULARS

The Property is situate upon Inland Lot 1937, and known as No. 2, Calder Path (next to the nullah and just above the Union Church). The Premises cover an area of 9,810 Square feet or thereabouts and are held for a term of 75 years from the 9th day of December 1912 together with a right of renewal.

The Crown Rent payable in respect of the premises is \$68. per annum.

For further Particulars and Conditions of Sale apply to Messrs. JOHNSON, STOKES & MASTER, Solicitors, Prince's Building, 100 House Street, or to Messrs. LAMMERT BROS., Auctioneers, Duddell Street.

Ming Yuen Studios.

Undertake all kinds of high class Photographs.

At home work and wedding groups a speciality.

Call and see Specimens in our Studios (top floor 14 Beaconsfield Arcade).

Only experienced men employed.

Official Photographers to the "Hongkong Telegraph"

C. E. WARREN & CO., LTD

Sanitary Engineers,
Monumentalists, etc.
Offices & Godowns,
98A, Wanchai Road,
Hongkong.

Tel. No. 269
All kinds of Builders Requisites in Stock.

Soil & Vent Pipes, Rainwater Pipes

Floor & Wall Tiles Baths, Basins, bath
Room Fittings, Water Heaters for Gas
Oil or Coal Fuel. Also a few Chip
Heaters.

Open & Closed Grates-Cooking Ranges.

ESTIMATES FREE FOR ALL SANITARY
INSTALLATIONS—HOT WATER
SYSTEMS, &c.

General Repairs Promptly Attended to
Specialists in Monumental Work-Cut in
Italian Marble or Hongkong Granite.

Just Received a Shipment of Italian
Marble Floor Tiles-Prices on Applica-
tion.

A Large stock of Artificial Wreaths in
all Sizes.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

THE HONGKONG & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADII.

BUTTERFIELD & SWIRE AGENTS
HONGKONG, CHINA, & JAPAN

TEL. ADDRESS: "TAKOODOCK" HONGKONG.
TELEPHONE NO. 262.
CABLE PLANT: "HONGKONG ENGINEERING."

BOSTON & NEW YORK.

Joint Service of the
"BLUE FUNNEL LINE"
(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. CITY OF ORAN ... via Suez Canal ... 11th May.
S.S. OANFA ... via Suez Canal ... 21st May.
S.S. KASAMA ... via Suez Canal ... 31st May.
S.S. DIOMED ... via Suez Canal ... 11th June.

Steamers proceed via Hong Kong or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to:

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.

HONGKONG & CANTON: HOI "OAK, MASSEY & Co. Ltd., CANTON.

M MESSAGERIES MARITIMES M**SERVICES CONTRACTUALS**

Mail-Steamer	Next Sailings from Marseilles	Pro. Arr. at Hkg. and Sailing for Shanghai & Japan	Pro. Sailing from H'kong for M'illes
CHAMBORD	—	—	11th May.
PAUL LECAT	—	—	18th May.
ANDRE LERON	—	—	25th May.
AMBOISE	10th Apr.	12th May.	8th June.
CHANTILLY	24th Apr.	26th May.	22nd June.
ANGERS	8th May.	9th June.	6th July.

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctor's attendance)

Class	1st Class	2nd Class	3rd Class
Steamers	£95.0.0	£68.0.0	£33.0.0
Passenger	£88.0.0	£60.0.0	£26.0.0

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BEATS)

S.S. and Dunkirk loading for Havre, Antwerp

S.S. "SI-KIANG" from Dunkirk, London, Havre is due to arrive about end May.

For full particulars apply to:

Telephone Central 740. Messageries Maritimes Co. 3 Queen's Building.

CONSIGNATION TRANSIT REPRESENTATION.

MORISON PIANOS.

Specially built for this Climate,
Cash or easy payments.

TSANG FOOK PIANO CO.,

Telephone 2127. 94a, Wanchai Road.

**REAL CREAM.**

DELICIOUS

with

TINNED FRUITS.

4 ozs 40 cts. per tin

5 1/2 " 50 " "

11 " 80. " "

Sold by all Stores.

LET'S ALL TRY FOR

Better Babies!

"It is the sacred right of our children to be as healthy—and therefore as happy—as knowledge can make them."

Every mother realises that MILK is the only food for her infant. What every mother does not realise is that FRESH MILK is the best food for her growing boy or girl long after infancy, and that it is the most valuable and cheapest food right to the end of life.

FRESH MILK is the ideal food as nature has put into it everything that the body must have for healthy life and growth.

The wonderful food value of fresh milk is best seen by comparing it with other articles of special nutritive value. It is possible to do this with scientific accuracy. The scientist tells us that—

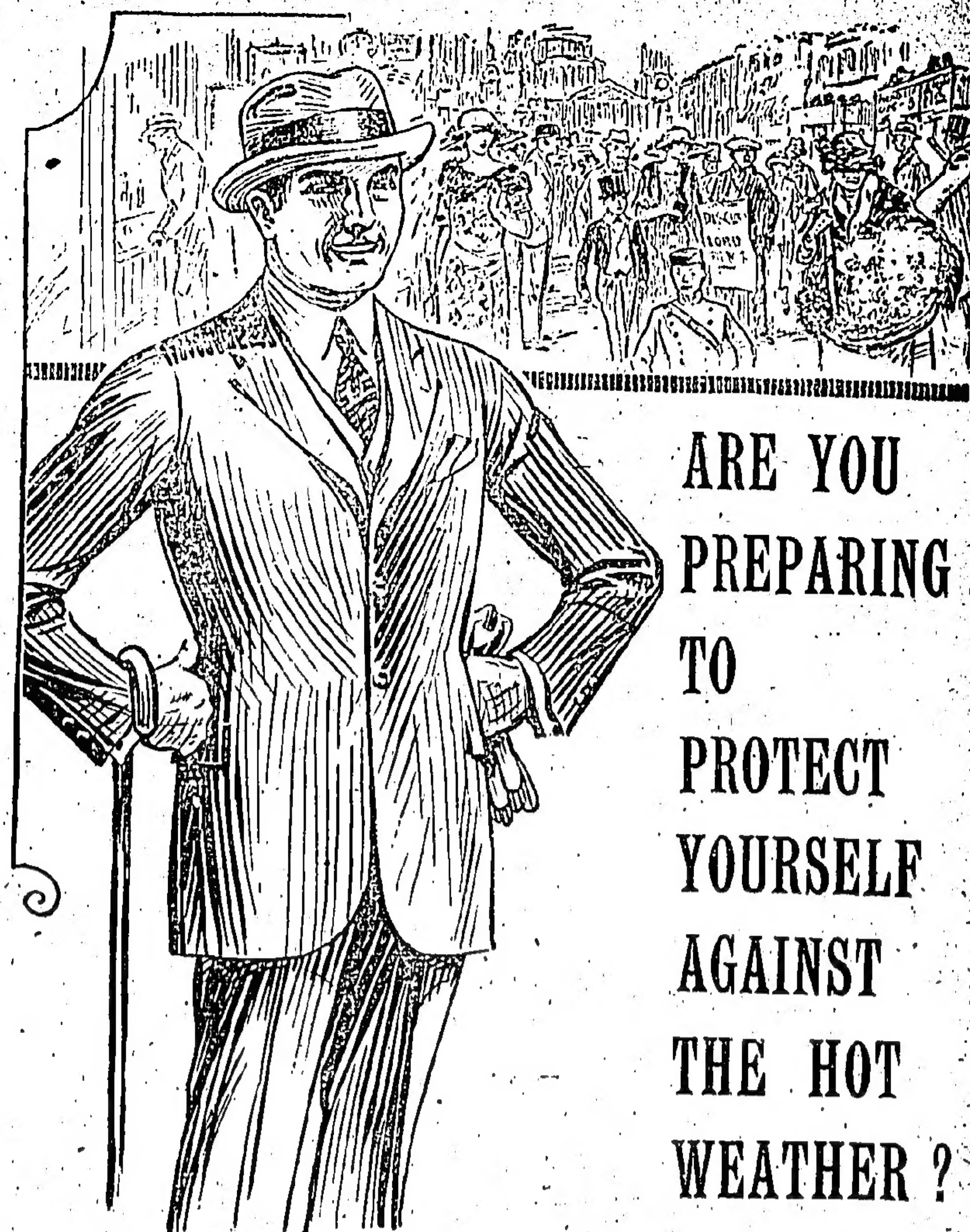
ONE QUART OF
FRESH MILK IS
EQUAL IN FOOD
VALUE TO—

Nearly one pound of lean meat.
Nine eggs.
Over one and a quarter pounds of chicken.
Nearly two pounds of fish

Fresh milk is therefore not only the most nutritious and most digestible, it is also the cheapest of foods.

WE DELIVER ANYWHERE

THE DAIRY FARM ICE & COLD STORAGE Co., Ltd.



ARE YOU
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—buys his summer clothing where he is assured of perfection. When you place an order with us, no matter the size—whether it is for a single garment or a whole suit—you are guaranteed SATISFACTION.

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The new ranges comprise some very attractive designs and self colours in CASHMERES, WORSTEDS, GABERDINES, MOHAIR and COTTON SUITINGS VIYELLA and other FLANNELS, ALPACCAS, LINENS, DRILLS etc.—the products of leading English and Scottish manufacturers.

Patterns will be sent on Approval.

WM. POWELL, LTD.

Gentlemen's Tailors and Complete Outfitters.
HONGKONG HOTEL BUILDING'S—PEDDER STREET.

Bulls and Inners

From the Office Butts.

There is no truth in the story that Mao's Cafeteria will not stock Welsh rabbit.

Some of those hired cars if sold at auction would be a good investment, after you'd sold all the hairpins at the back of the seat.

There seems to be a lot of static in our telephones these days.

The Hongkong branch of the Navy League has popped up again. We thought it had been scrapped under the terms of the Washington Agreement.

These glorified seamen's uniforms worn by the Peak Tram coolies will probably increase the tendency to seasickness felt by tourists when going up for the first time.

If the Prince only knew the pain he has caused by the repeated sight of those pictures, he wouldn't fall off his horse so often.

The formation of another Club reminds us that if golf interferes with your work, it is advisable to become a taipan or a Government servant.

One good thing about living away from town is that you can always find a good excuse for coming home late.

Those buses are so bad that if somebody stole one he could only be charged with petty larceny.

To a man, hell is a place without a match.

With the hot weather on us, isn't it about time somebody invented straw bowlers?

The best way to have a bath is to take the receiver off the hook.

Social Note: It's getting too sticky to sit close together.

A man was fined the other day for hitting another in the fruit stall.

MacWhirter says the food value of alcohol is not in ratio to the mental energy expended in obtaining it.

The Harbour Master's notification that the southern point of Lam Tong Island is to be coloured washed white, reminds us of the man who decided to whitewash his kitchen pink.

Doing stunts on an aeroplane appears to us the height of folly.

"Chinese Y. W. C. A.: Hongkong Branch Annual Report: Attitude of Belgium" says a local newspaper heading. Hope there isn't another war brewing.

Pity Dickens is dead. Had he been alive to-day his favourite subject would have been garages.

Chamber of Commerce reports that peanuts are hardening.

That must be why baseball fans are so tough.

Router informs us that the Queen of Holland has placed at the disposal of the Minister of Finance a portion of her appanage. We shall have to ask Alfonso how this is served.

The easiest way to change a tyre is to smoke a cigarette while the driver does the work.

It is impolite to talk back to a lady if she isn't your wife.

If the crinoline comes back, how are the dear ladies ever going to get into some of those Kowloon flits?

One sign of summer is the amount of credit given by the tailors.

These jazz bathing suits are to be very popular this year, but not with the husbands who pay for them.

It will soon be hot enough to forget high rents and cuss the weather.

The spinster at Home who hasn't missed Sunday School once in thirty years is probably an indifferent golf player.

Now we know what B. F. stands for—British Fascist!

DAY BY DAY.

LEARN TO LIMIT YOURSELF. TO CONTENT YOURSELF WITH SOME DEFINITE THING, AND SOME DEFINITE WORK.—Amiel.

Quarantine restrictions imposed by Choofoo against arrivals from Hongkong have been withdrawn.

It is notified that the name of the Eastern Cinematograph Company, Limited, has been struck off the Register.

Tenders are being invited for the construction of a steam launch for the Imports and Exports Department.

We are asked to state that the collections at St. John's Cathedral to-morrow will be in aid of the E. P. Mission Pamine Fund, Swabae.

The master of the B.I. boat Takada reports the death on the voyage from Calcutta of a deck passenger from phthisis.

The appointment of Mr. H. R. McPhail Cleland, C.A., as an auditor for the purposes of the Companies Ordinances is notified.

The attention of golfers is drawn to advertisements in this issue with regard to new bye-laws for ladies and also summer trains to Sheung Shui.

Garden Lot 61, situate at Magazine Gap, is to be sold by auction on May 12th. The area is 7,640 square feet and the upset price \$382.

His Majesty the King has approved the re-appointment of the Hon. Mr. H. E. Pollock, K.C., to be an Un-official Member of the Legislative Council.

The Harbour Master of Hongkong has notified that as a navigational aid the southernmost point of Lam Tong Island is to be coloured washed (white) to a breadth of 200 feet by 60 feet deep.

Knocked down and injured by a Moon Garage car in Queen's Road near Western Market, a Chinese was taken to the Government Civil Hospital yesterday. The injuries were slight and the man has since been discharged.

Tenders are being invited for a garage and quarters at Tsim Sha Tsui Police Station. The work consists of the erection of a three-compartment garage with quarters for married Chinese police above.

It is notified that, at the expiration of three months, the Dor A. Wing and Company, Ltd., and the Tung Sang Company, Ltd., will, unless cause is shown to the contrary, be struck off and the companies will be dissolved.

His Excellency the Governor has made the following promotions in the Hongkong Volunteer Defence Corps:—Second Lieutenant Christopher Willson, O.B.E., V.D., and Second Lieutenant James Ralston to be Lieutenants.

The two Chinese who were charged with stowing away on the s.s. Tjikombang were this morning sentenced by Mr. E. W. Hamilton to one month's hard labour each. The complainant denied that the men spoke to him about the loss of their property.

It is notified for general information that due notice of the appointment of the Reverend Mother Regina Padrotti as Superioress in the Colony of Hongkong of the Society of the Daughters of Charity of the Canossian Institute and proof thereof has been placed in the hands of His Excellency the Governor.

When the convoy system was first started on the Canton river British soldiers were provided but were later replaced by special Indian guards under police direction. At the time it was stated that the military authorities were of the opinion that soldiers should not undertake convoy duty. The War Department has apparently changed its mind, for soldiers under a non-commissioned officer will now be found on the convoy boat and as far as we can ascertain, they will continue for the present.

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The Telegraph.

HONGKONG, 3rd May, 1924.

HONGKONG AT WEMBLEY.

That the great Exhibition now in full swing at Wembley will give the people of the Motherland a new insight into the Empire and what it means there can be no doubt. Out here we have been especially interested in reading the messages which have come through regarding the popularity of the Hongkong Section. This Colony's share in the Exhibition is, of course, not nearly so pretentious as that of the great Self-Governing Dominions, but that it will have a peculiar appeal to the people of the Old Country is certain. The Oriental aspect of the Hongkong display is sure to attract by reason of its novelty, but we are hoping that one result of the visit of hundreds of thousands of people to our little section will be to give them a truer idea of what Hongkong is than the majority of them have hitherto had. What with the undesirable publicity this Colony has received in connection with "girl slaves," piracy and other and even more unsavoury subjects, goodness knows that we could do with a bit of sound, healthy, boosting. Even apart from these questions, as most of us know from experience, the folk in the Homeland, if they think of the matter at all, are rather inclined to conjure up a vision of Hongkong which is sadly astray on facts. Many of them imagine us living in squalid surroundings, living maybe in huts, and subsisting perhaps on rice and dried fish. That may be somewhat of an overstatement of popular conception, but it represents in varying degree what many of the stay-at-homes think. Whilst the Hongkong street at Wembley may not do much to remove that impression, the magnificent models of the Colony, the exhibits displaying some aspects of our commercial and industrial activity, and the cinematograph films depicting local scenes and everyday activity will no doubt all have an accumulative effect in creating a new conception of the Colony and one which more closely approximates to actualities. And what is true of Hongkong will, we imagine, be equally true of the other parts of the Empire represented at this great display covering all the British overseas possessions.

The Empire Exhibition will do much in teaching our people to "think Imperially." Its educative influence should be incalculably beneficial.

Over the Border.

Between the outlying territory of this Colony and the Province of Kwangtung runs a small stream known as the Shumohun River. Those who have visited the frontier will know that in parts it can be crossed with a running jump, being less than twenty feet wide. Yet that sluggish flow of turbid water represents the borderline dividing orderly government on the one hand from medieval misrule on the other; cutting in between British justice and Chinese corruption. Slung in line along the border lie the Hongkong Government's police stations, within reach almost, yet strangely isolated in that region of quiet country existence. Barbed wire fences, well-trained Chinese policemen from the North, under British sergeants, modern rifles, and an occasional machine gun, form the tangible signs of our authority, and safeguard our interests on the very verge of haphazard administration and chaos. But there is the greater, though unseen, emblem of British rule, that draws a well-marked line of contrast along the frontier—peace and prosperity for the hardworking villagers on this side; the over-present menace of spoliation on the other. And when the Chinese rural population find their horizon suddenly marred by the appearance of contending forces of their country's exploiters, they immediately show their appreciation of the undefined "something" which stands for Britain's rule, by crossing the border.

Beasts of Prey.

In contemplating the course of events across the way, and leaving out the tangle of politics (South China variety) for the nonce, we can get no more comprehensive vision of what misgovernment implies than that disclosed in the frequent reports of piracy and brigandage. When we read of inoffensive people murdered in cold blood it is had enough, except that in death they probably found welcome relief from their sufferings, but when we learn week by week of the inhuman tortures to which victims are subjected by these scoundrels, who operate unchecked by the nominal rulers on the mainland, it needs no special discernment to realise that the country has come to such a pass that many years of proper government—should such ever come—will not suffice to eradicate the cancer that has become established across the border. Chinese civilisation is the oldest of any living race, yet we find conditions where the strong and ruthless prey on the weak, and the latter in turn destroy those weaker than themselves—like the animals of the jungle. Verily, it is enough to make the gods weep.

HONDURAS FINDS RELAXATION.

Washington, May 2. The United States Commissioner reports that peace now obtains in Honduras, where a peace conference has resulted in the appointment of General Vicente Tosta, as provisional President.—Reuter's American Service.

AMERICAN SOLDIERS' BONUS.

Washington, May 2. Both Houses having adopted the conference report on the Soldiers' Bonus Bill, the measure now goes to the President.—Reuter's American Service.

Kowloon residents who have not seen this week's notable Star Theatre programme are reminded that they have their last opportunity to-night, when little Miss Mura Shipoff and her brother Koka Shipoff will make their final appearance and the excellent movie play "The Conquering Power" will be screened for the last time. Miss Mura Shipoff has fully sustained her reputation as the coming Pavlova and there is sure to be a large audience this evening to bid her farewell. "The Conquering Power," it is only necessary to mention, was made by the same producer as the one who made the famous "Four Horsemen of the Apocalypse."

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THE IDEAL BEVERAGE FOR TENNIS PARTIES & PICNICS

A. S. WATSON & CO., LTD. Aerated Water Manufacturers.

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SELF COLOURED COTTON PYJAMAS, SHORT SLEEVES & LEGS..... \$ 6.50

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SMART BLACK STRIPED COTTON PYJAMAS, COLOURS THAT WILL NOT FADE..... \$ 8.50

ART SILK PYJAMAS, VERY LIGHT WEIGHT AND IN VARIOUS SHADES..... \$13.50

POPLIN PYJAMAS IN PLAIN COLOURS, WITH CONTRASTING COLLAR & CUFFS..... \$18.50

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COTTON FOULARD PYJAMAS, EXCLUSIVE DESIGNS \$9.50 USUAL PRICE \$14.50

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YOUTHFUL TRAVELLERS.

Looked After by Big Organisation.



The war broke up families and left orphans in all the foreign countries. Many of these are now being transported to friends and relatives in the United States and Canada.

This is where the great Canadian Pacific becomes nurse, companion, chaperon or guardian for the youthful travellers, transferring them from their homes to the port of embarkation, looking after their comfort and welfare on board ship and, finally, deliv-

ering them safe and sound to their destinations in America.

Above are shown some of the little folks who have recently crossed the Atlantic alone. Keith Herz, an 11-year-old boy, travelled from his home in Uscitug on the Russian-Austrian border, to Milwaukee. The company's agent at Warsaw accompanied him to Antwerp, whence he sailed on the S. S. Metagama. A very interesting passenger came over on an August run of the S. S. Melita, a

little 6½-year-old Armenian refugee, who is to become the adopted son of western Canadian farmers, a marvellous change from poverty to plenty. Dick Anderson, the boy being shown the working of the compass by Captain Landy of the S. S. Melita, was the youngest member of a party of boys sent from England to the Dr. Barnardo's Home in North Toronto, Ontario.

A Scotch lassie, Rita Tiffey, of Dundee, Scotland, boasts of many trophies won by her nimble 9-year-old heels. She owns 4 silver cups and 21 medals won at dancing, and gave much pleasure to all passengers on a recent voyage of the S. S. Montclare, by executing 16 different dances on her way out to Canada.

SPORTS PARS.

Interesting World Items.

It is odd that Joseph Davis, the billiards player, who is not yet 23 years of age, should have a bigger break at his credit than the champion—980, to Smith's 974. It was hard luck on the youngster not to reach the four figures after getting so near the mark, just as it was on Smith a few days earlier. Davis looks as if he were a coming man on the green cloth.

The A.A.A., at a recent meeting decided, in view of the calls that are likely to be made upon probable representatives of England at the Olympic Games, to look with disfavour upon English athletes touring abroad prior to the Games. It was proposed that this should be made a definite prohibition, but the meeting was not disposed to go so far. It was stated that permission had been granted to the Cambridge University athletes to go to America prior to this proposal coming forward, and subject to the expressed hope that they would, on their return, compete in the county and other trials for the Olympic Games.

W. B. Money, whose death has taken place at Birmingham, had a short but brilliant career in first-class cricket. He was in the Harrow eleven in 1865-66-67, and went up to Cambridge with a big reputation, both as batsman and as bowler. He was four years in the Cambridge eleven, and was captain in 1870. For the Gentlemen v. Players at the Oval, on one occasion, he scored 70 and not out 109. He gave up public cricket on entering the Church, and was for many years rector of Weybridge, Surrey. He was in his 76th year.

An Irish Rugby team, had not beaten Wales in Wales until last month since the end of last century—1899.

Ireland's Rugby engagements for the season have been concluded. Two have been won—France and Wales—and two lost—England and Scotland.

The veteran Harold Fleming, the English internationalist of former years, scored the goal that gave Swindon Town their Cap-tie draw with Burnley.

It was reckoned that about 55,000 people were present at the two Scottish Cup ties in Edinburgh recently—35,000 in round figures at Tynecastle, and 20,000 at Easter Road.

Thirty-four nations have already accepted the invitation of the French Olympic Committee to send competitors to the Olympic Games, which are to open on 5th July at the Colombes Stadium, in the vicinity of Paris. Two other replies are awaited. Germany and Russia do not figure on the list. There will be competing British, Irish, Americans (North and South), Japanese, Indians, New Zealanders, Australians, Egyptians, Turks, as well as representatives of a score of European countries.

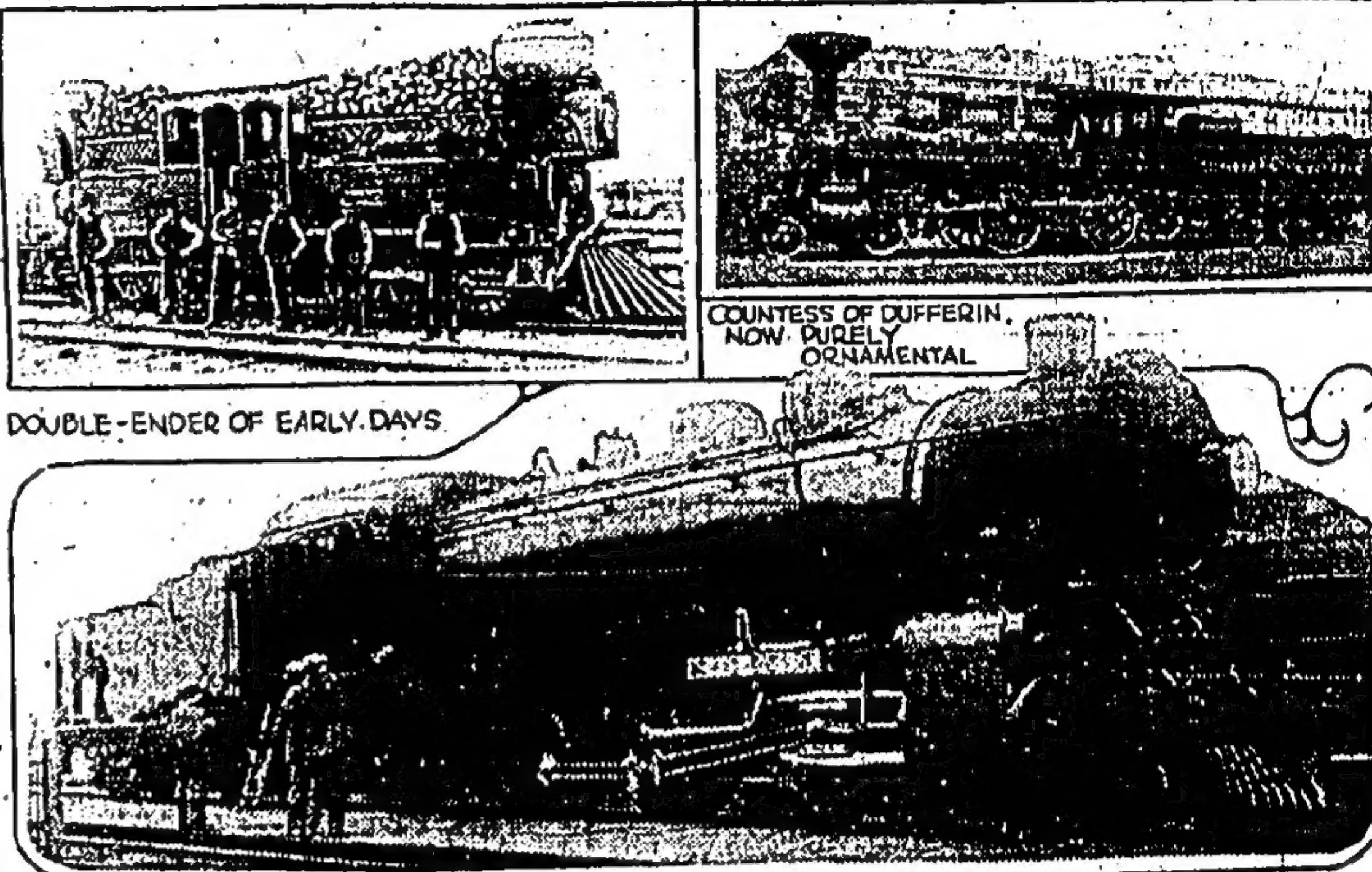
Marionchen Wohlschlag, the youthful Hawaiian swimming star, has set up a new record for the women's free-style 220 yard swim in a 20-yard tank, at Honolulu, covering the distance in 2 mins. 49 secs. The mark was made in a handicap race. Warren Kenlo has won a 100 yard free-style race from Norman Ross, of the Illinois Athletic Club, by a hand. His time was 55.1-5 secs.

The proposed Empire Billiards Championship for amateurs has been turned down by the British authorities.

The Edinburgh University "Soccer" team have completed their matches for the season, and the following members have been awarded "blues":—S. Nowland (old blue 22-23), A. J. Stout (old blue 22-23), A. O. Beaver, H. A. Campbell, F. W. Pringle, and J. R. Duthie.

MODERN TRANSPORTATION.

Century's Developments in Locomotives.



PRESIDENT AND VICE PRESIDENT OF CANADIAN PACIFIC LOOKING OVER NO. 2300, THE LATEST MODEL.

The present century has witnessed such stupendous strides in modes of transportation, culminating in regular scheduled aerial service, that the days of ox-teams, the horse, the high bicycle and safety, are only remembered as actualities by the older generation of today.

Probably the first steam engine was that used by Richard Trevithick in England in 1804. In 1821 the Stockton and Darlington Railway was authorized by parliament to use steam engines. The initial train so drawn, pulled out on Sept. 27th, 1825, and contained 34 cars, or vehicles as they were then designated. It started with a speed of from 10 to 12 miles per hour, and finally attained 16 miles an hour.

In America the development of the locomotive dates from about

the same time as in England. The first ones used in this country came from England. In 1828 the Delaware and Hudson Canal Company ordered three locomotives to be built. One of these, named American, built by George Stephenson, was the first to be delivered, reaching New York in January, 1829. However, one of the other two, built at Stourbridge, was really the first locomotive to run in America, which it did on Aug. 9th, 1829.

The first American-built locomotive, The Best Friend of Charleston, was made at the West Point Foundry in New York in 1830. It had a vertical boiler and was indeed crude in comparison with the 1924 moguls and mikados, as to-day's giant locomotives are termed. With the completion of the first across-America railway in 1869, when the Union Pacific and Central Pacific lines met, and the com-

pletion of the Canadian Pacific in 1885, an impetus was given to both freight and passenger traffic. Large engines of greater speed possibilities were turned out, improvements were added; annually, wood fuel was superseded by coal, which today on the Pacific Coast is being replaced by oil.

The new series of 2300's recently put into service by the Canadian Pacific, are the last word in locomotive efficiency. One of them recently hauled a mile-long train, of 125 cars of wheat, the total weight of the train being 7,946 tons; a vast contrast to the old double-under, wood-burning engine of pioneer days in Canada, and the Countess of Dufferin, No. 1, first of many thousands of Canadian Pacific engines, that now stands in front of the company's Winnipeg station. This company makes its own locomotives in its Angus Shops at Montreal.



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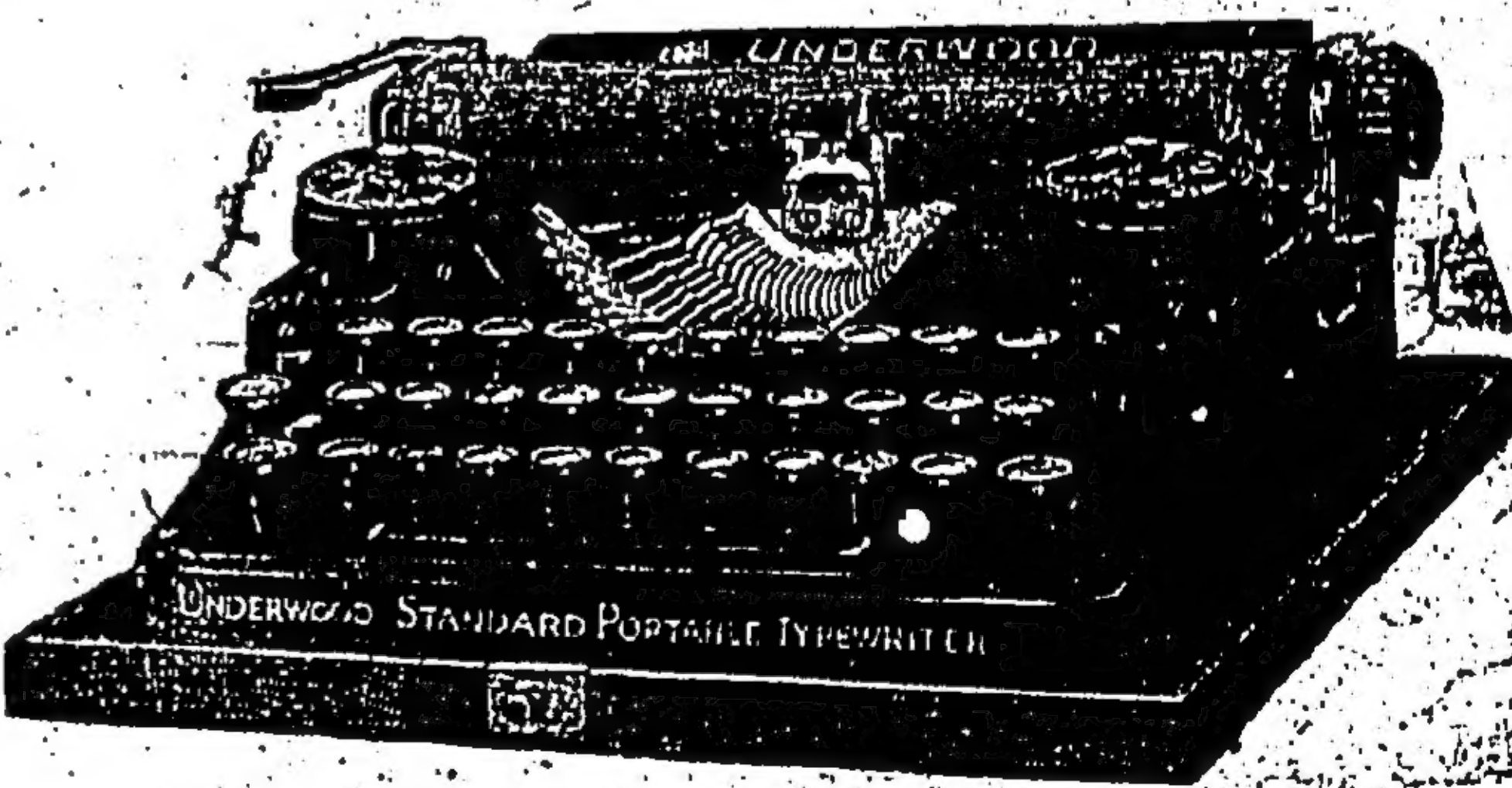
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A PAGE FOR THE KIDDIES.

SALESMAN SAM



On Wheels at That



BY SWAN

UNDERWOOD TYPEWRITERS
PRICE - H. K. \$112.50 NET.



MOM'N POP



Pop Can Believe Anything

By Taylor

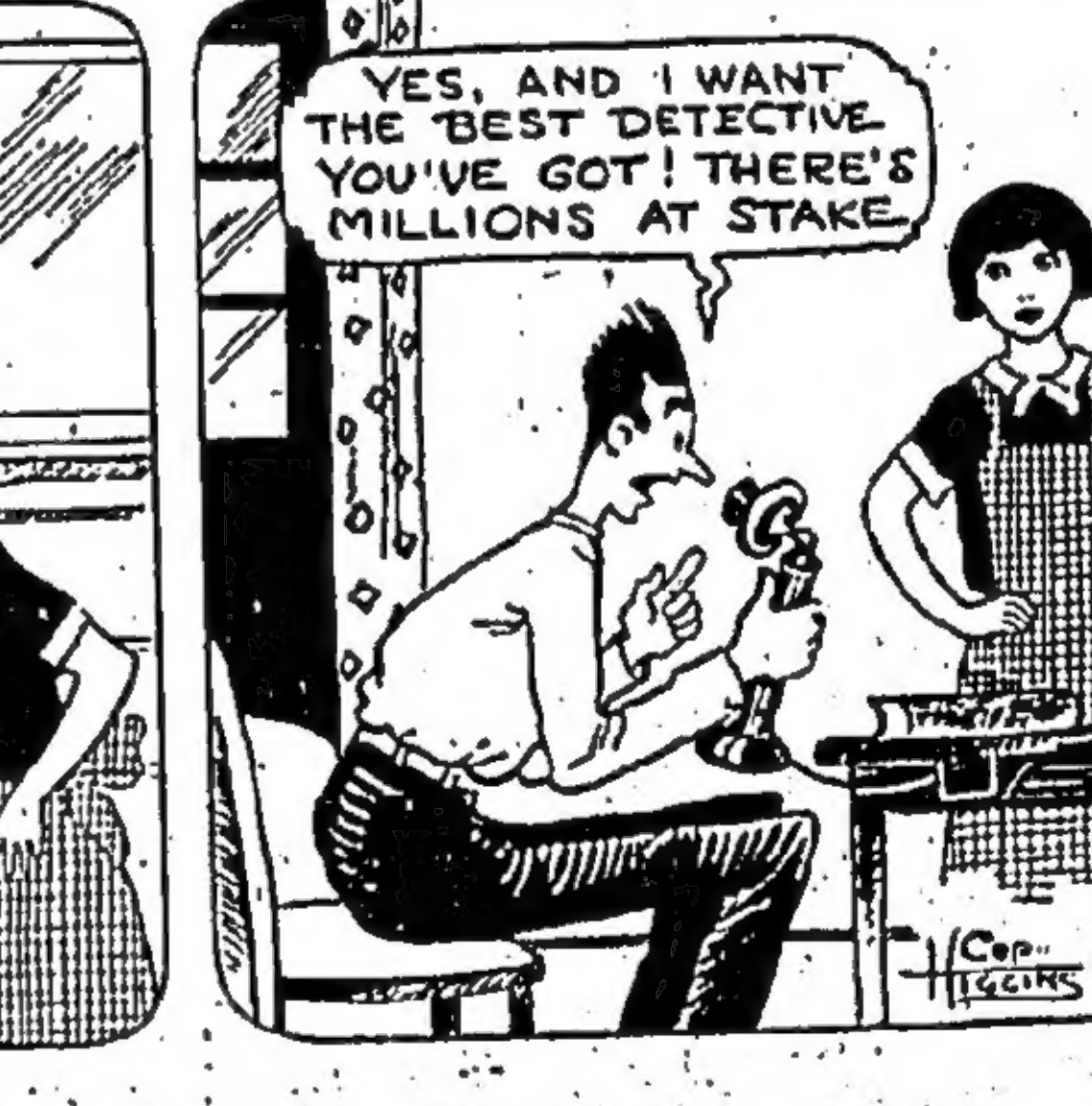
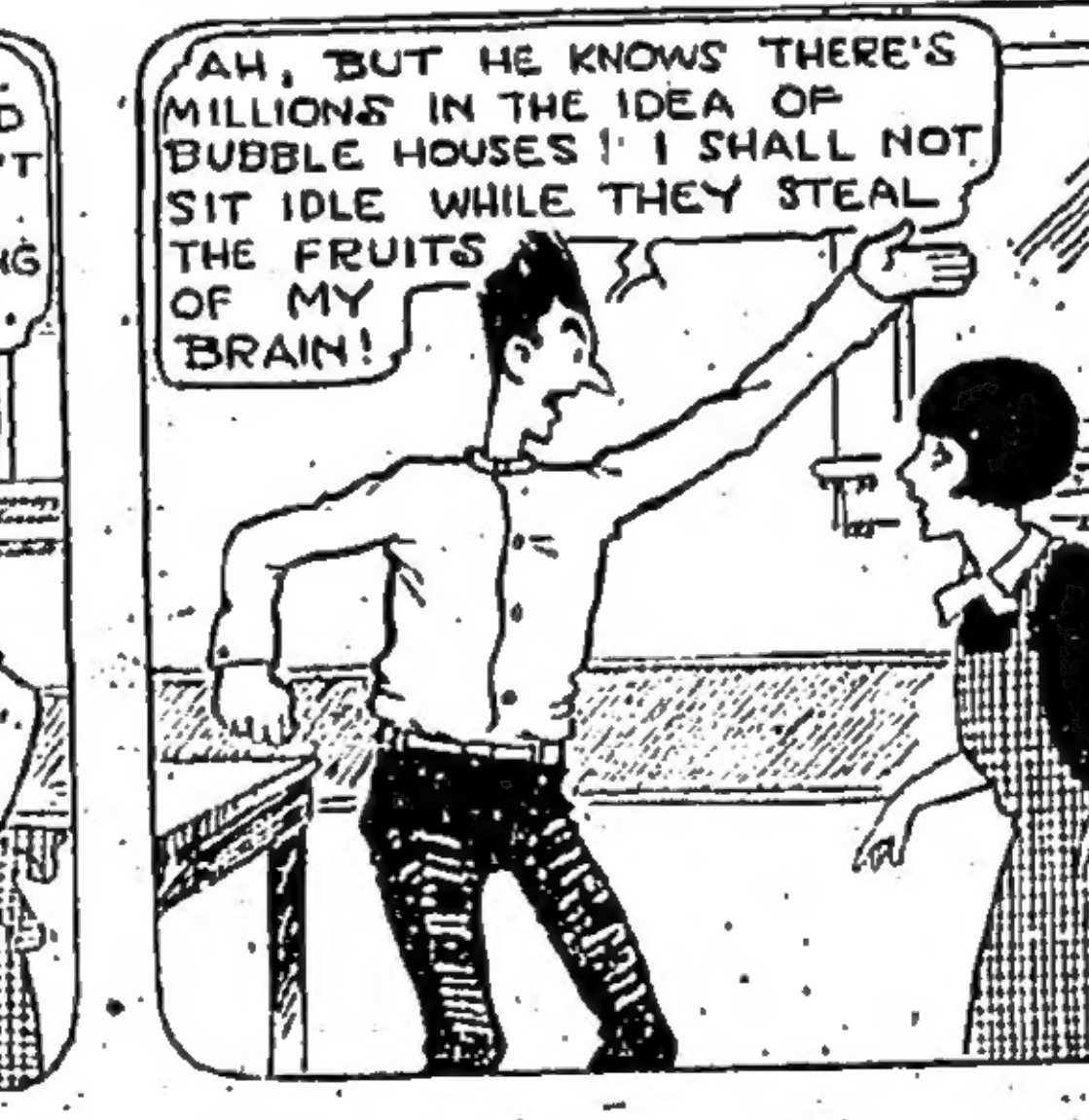
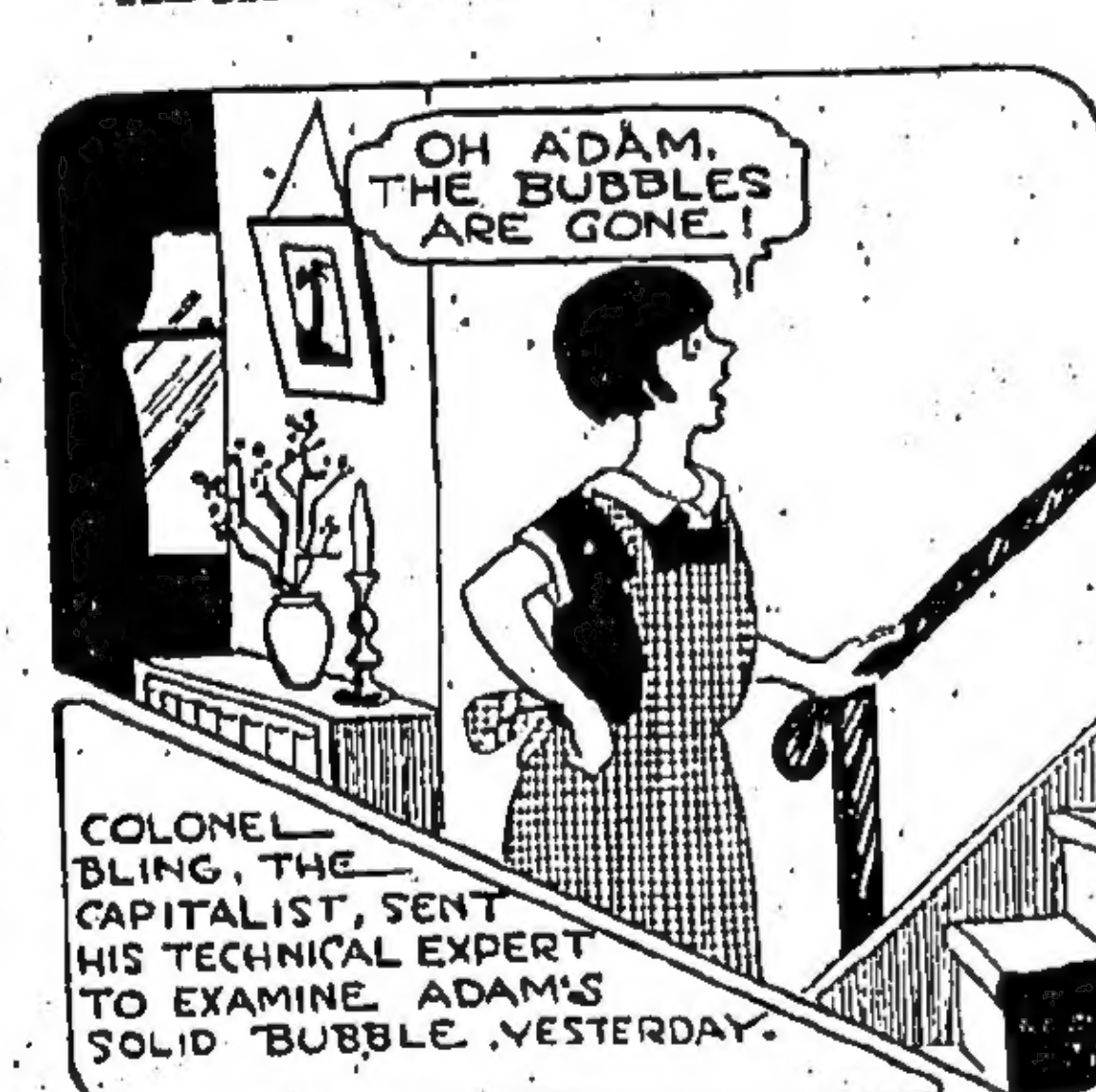
BOOTS AND HER BUDDIES



A. Rattling Good Idea

By Martin

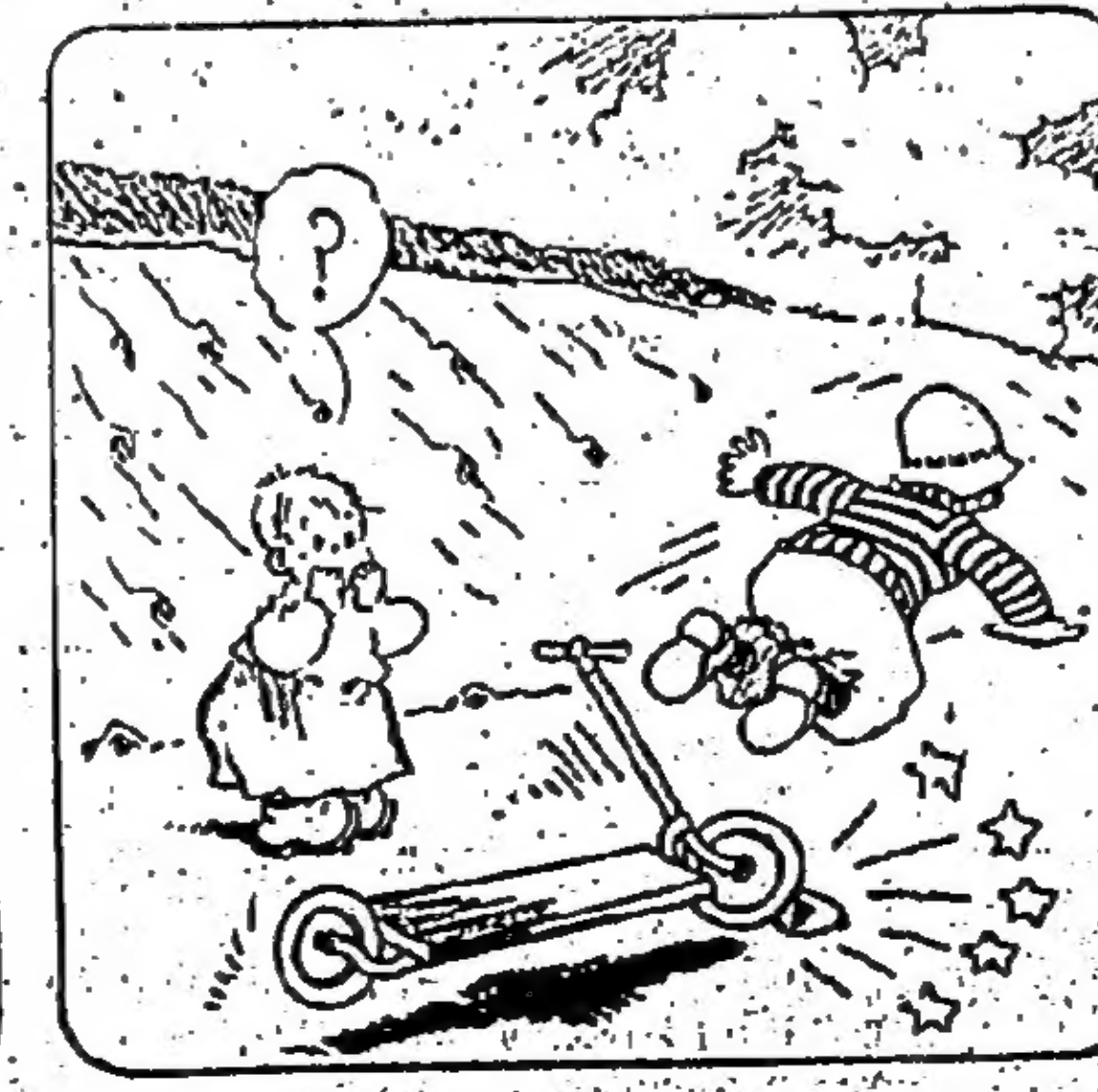
ADAM AND EVA



The Robbery

By Cap Higgins

FRECKLES AND HIS FRIENDS



Gracefulness

BY BLOSSER

FUNNY STORIES.

How Dare He?

A peppery English Colonel, and an American business man had been made honorary members of one of Scotland's famous Golf Clubs, during their stay in the locality. Knowing that the Colonel disliked the American's habit of bragging about his game, the secretary of the Club arranged that "England should play the States." At one stage of the game, the Colonel found himself badly bunkered, and his opponent, in an effort to be cheery, gazed across the hills and remarked "Say! Look at the rainbow." Damme, Sir," exploded the irate Colonel, "How dare you address me as Bo?"

With Her to Help Him.

Miss White: "I don't believe there is a thing in the world that George wouldn't dare to do with me to help him."

Miss Black: "Yes, he even proposed to you, didn't he, dear?"

Taking No Liberties.

Mistress - (to servant who has given notice on account of getting married): "Couldn't you possibly put your marriage off until I can find a new servant?"

Mary: "Well, mum, I 'ardly knows Bill well enough to ask 'im ter postpone it." - Sydney Bulletin.

Good Business.

Old Lady: "Will you take a ten-shilling note for a twopenny fare?" Conductor: "My oath, lady!"

The New Agriculturist.

"Well, Harry, what are you doing now?" "As you may perceive, old chap, I'm growing a mo." - Sydney Bulletin.

The Reason.

Midnight in Piccadilly Circus - A gentleman is carefully scrutinising the pavement. To him approaches a police constable -

"What are you looking for?" "I've lost my watch." "Where did you lose it?" "In Leicester Square." "Then why are you looking for it here?" "It's much lighter here." - Daily News.

Jane's Job.

Mistress: "Jane, I saw the milkman kiss you this morning. In future I shall take in the milk." Jane: "You might just as well leave it to me, mum - he's promised never to kiss anyone else."



For Your Baby.
In 3 lb., 1 lb. & 1/2 lb. Tins



WOMEN'S INTERESTS

REAL CREAM
PACKED BY
NESTLÉ'S
NO PRESERVATIVES
1½ oz. 80 cts. 5½ oz. 50 cts. 4 oz. 40 cts.



Left to right: Hazel Williams, Elsie Tarron and Thelma Hill, Cinema Stars.

A FRENCH BEAUTY SECRET.

An English or American woman, when she goes in for beauty culture, invariably places herself in the hands of a professional beauty specialist, but the Frenchwoman is an adept at making and applying beauty creams and lotions, and generally prefers to treat her own beauty blemishes in the privacy of her boudoir. Therefore it is from the Frenchwoman that one mostly learns very secret methods which are really beneficial—without being too costly or too difficult to apply.

The secret by which the Frenchwoman preserves the perfect contour of her face is the application of alcohol. Cream she uses, and uses liberally, to her face, neck, and shoulders and hands, but she always follows the application of the cream by dabbing the skin with alcohol or a lotion containing a very large percentage of alcohol.

A Parisienne of nearly fifty has preserved her complexion by bathing every night her face and throat in very hot water, to which she adds a pinch of bi-

carbonate of soda and 20 drops of simple tincture of benzoin to the basin of water. Making a thick, creamy lather of pure Castile soap, she works the suds thoroughly into the skin, rubbing the lather in with the tips of her fingers. Then she rinses off all the soap, dries her face with a soft towel, and applies a liberal amount of good face cream. This cream is gently massaged into the skin with tappings and pinchings till the pores have absorbed as much as they can. The superfluous cream is then wiped off and the fingers are dipped into a little alcohol. The face is tapped over its entire surface with the balls of fingers—a light tapping movement which stimulates the skin and braces the muscles, besides closing up the pores of the skin, which have been relaxed by the use of the cream.

The same treatment is given both night and morning, but at the latter time the face is gently wiped over after the alcohol has been applied, and a slight dusting of good complexion powder gives the finishing touch to the complexion.

ADVANCE FASHIONS.

Shorter skirts and long straight lines dominate the silhouette. Many of the slim, straight models have no waistline, while others have a waistline definitely higher than formerly. Few circular treatments are shown except in apron effects at the front. Fullness sometimes appears at the side, also, and trimmings are restricted to the front, leaving the backs very flat and straight. The single-founced skirt is emphasized.

Chiffons printed in gay plaids, large checks, and flower designs are used extensively for afternoon frocks. Circle chiffon also appears. It is interesting to note that for evening the skirts are very short, many with slight side drapery. The décolletage is conservative and usually round. Few V-necks are shown and no trains. Metal lame and all laces, except those in black and gold, are virtually excluded the principal fabrics being taffeta, satin, moire, and circle chiffon.

Afternoon frocks are soft and flowing and frequently are completed by scarfs. A novel embroidery is a sort of darning on coarse silk fillet, with narrow folds of shaded chiffon as the darning wool. Fine pleating is much used. Tunic-dresses are shown often in satin with both sides of the material used. Violet and black make a favourite colour combination for them. Printed chiffons are used for garden-party gowns which look like animated flowerbeds, flower prints run through the entire collection and trimmings are even made of massed small blossoms. Evening wraps that are nothing more nor less than immensely wide scarfs of velvet represent a clever idea. There is a lovely evening ensemble with a cape and frock of two shades of pink chiffon embroidered here and there in silver tracery and roses of thin ribbons.

Formal evening gowns are scintillating and are frequently in rose and silver. They are often made with double skirts, giving a sort of cloche tunic over a narrower underskirt. They are nearly always completed by gauzed scarfs.

THE PLEATED SKIRT.

The pleated skirt has appeared for the benefit of the woman who likes to walk with a stride, and lends itself charmingly to the use of the many silk and woollen plaids which the season has brought forth. Other features of the spring mode are white organdie collars

PLEATING.



When a gown has straight lines, a little embroidery and very fine pleating, it has all the initial requirements of a fashionable frock. The unusual feature here is the sleeveless cape of fine pleating which reaches to the waistline.

and cuffs, the use of lace for trimming either thin or heavy materials, the omnipresence of black satin and white crepe, and a large use of black and white prints, usually made more striking by the introduction of a note of the brilliant Chinese red.

LOVE OF COLOUR.

Englishwomen no longer deserve the reproach that they do not love colour. Not only in the artistic circle but in every English home the love of colour is now conspicuous. So, sometimes in the colour. For, alas, the average enthusiast has so far learned only half her lesson.

She has abandoned the pursuit of the drab, which once seemed so genteel, and she likes jade and orange and China blue where once she would have approved fawn, slate grey or possibly, in a daring moment, reseda. But she has not yet grasped the truth that though the right wearing of deep, bright, lovely colours ensures a higher success than was ever achieved with the dingy neutral shades, the wrong wearing brings about a more horrid failure.

In the wearing of colours which call to the eye you must be very sure to choose what suits you. And this you had better determine by ruthless examination of your reflection in the mirror rather than by what your friends say. Also in the love of colour, don't forget the love of "line." We see too many ill-cut jumpers and smock-like garments, which though beautiful in colour, fail to express any intention of a design.

Some lovers of colour will go to a shop buy lovely materials that were never intended to be employed in draping any form but that of a chairback. They will wear patterns suitable only for curtains and cushions. Their admiration of the colours blinds them, happily for themselves, perhaps, to the sad spectacle which they may present when robed in these unwholesome materials.

THIS WEEK'S RECIPE.

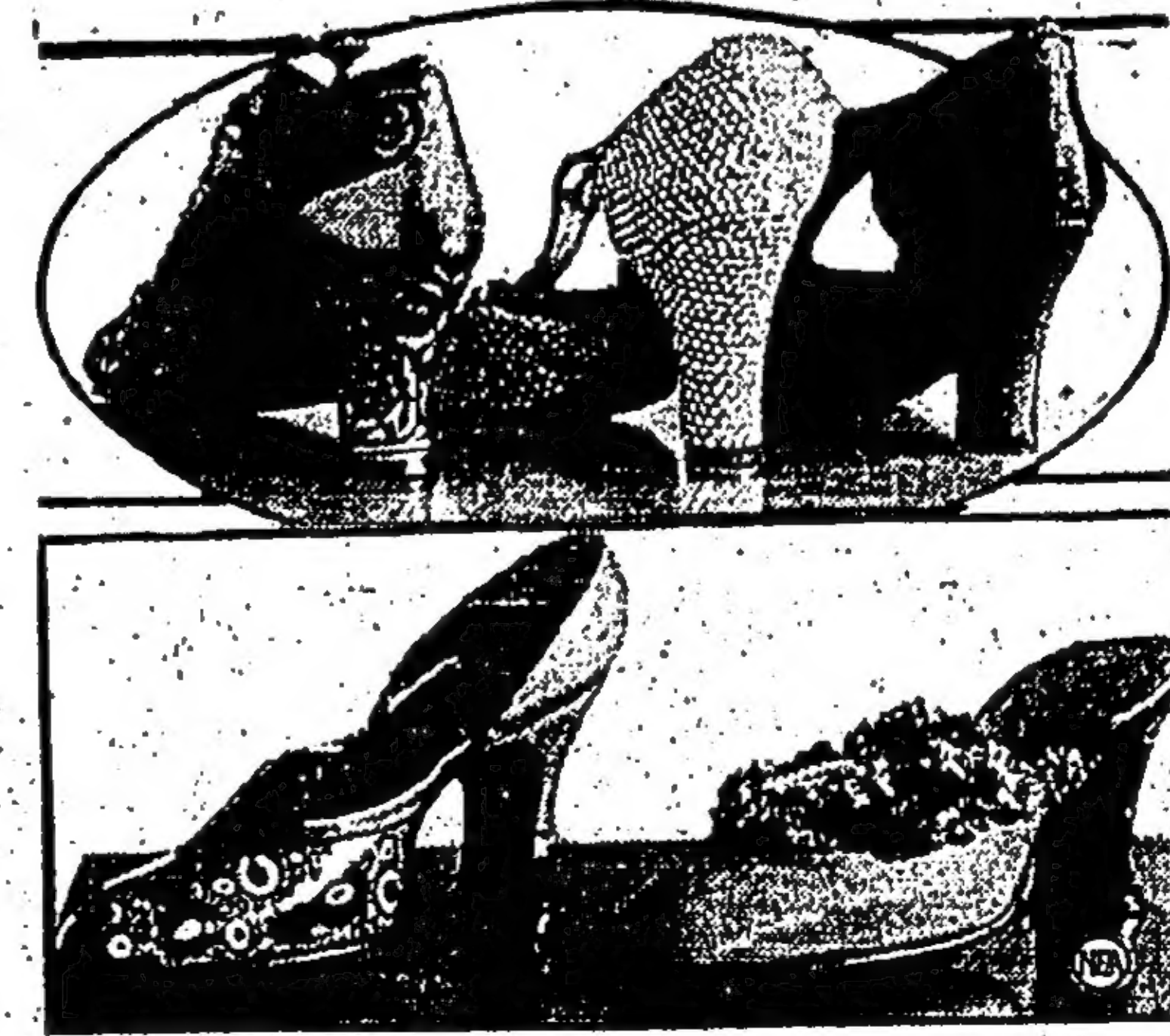
A Cheese Savoury.

Required: 1 oz. of grated cheese, 1 tablespoonful of chutney, 6 almonds, bread, cayenne.

Cut out some rounds of bread the size of a wineglass and fry in hot fat. Drain well. Blanch and shred the almonds and brown lightly in the oven. Chop the chutney, put it into a pan, and make hot; add the cheese and season to taste. Stir over low heat, and when thoroughly hot spread the mixture on the rounds of fried bread and stick the shredded almonds all over. Serve hot.

Note.—The almonds may be omitted, or any nuts may be used in place of the almonds.

LATEST IN FOOT WEAR.



Shoe designs from Paris. Above, varieties in heels. Below, enamelled leather mules.

A PORTABLE ELECTRIC LIGHT.

A portable electric candle with an automatic switch is a novelty that will be found useful in a variety of ways. This electric torch takes the form of an ordinary upright candlestick, finished with a little art shade. The base is fitted with an attachment which automatically switches

the light on when it is lifted from the table, and off again when it is set down. If however, one wishes the light to remain burning when it is placed on a table, a turn of the small side screw will keep the switch on.

The battery will not need to be renewed for many months, for the candle is fitted with the finest of electric bulbs, which consumes very little current, though giving an excellent light.



Of the dresses sketched, the ruffled one with its fashionable apron tunic and festive air, would be chosen as a young girl's dancing frock or afternoon dress.

The other, equally fashionable, is suitable to business and general wear and is a model most becoming to the matronly figure.

FASHION NOTES.

Ostrich plumes now make their reappearance with éclat. They are seen on the hems of some of the new evening gowns and as trimming for the wraps; even the ostrich feather boa has been revived with great distinction.

On the Riviera, gloves are either of washable chambray or of antelope, and, for the daytime, they match the costume. There are a very few long black gloves for evening. A new glove of beige suede buttoned to the elbow has just been seen.

Buttons appear in the new mode on everything from the morning sports frock to the evening dress and every time with success.

Leather bracelets for sports wear, fitted with mirror, pocket-book, powder-puff, and lipstick, save one the trouble of carrying a bag or being caught unprepared.

Metallic stockings of fine gold or silver threads are fashion's most brilliant note in hosiery. They blend beautifully with gold or silver brocaded slippers.

THE ARTISTIC COIFFEUR.

The vogue for boyishly-cropped hair continues, and though certain fashion authorities frown upon this fashion when adopted by ladies over twenty-three years of age, yet there is no denying the taste of the modern woman for freedom. Thus the coiffeurs are doing quite a business, and are displaying their ingenuity in inventing little false pieces of hair to hide the shorn ends in the evening when dignity rather than boyishness is the smart thing.

Antoine, a Polish sculptor who has taken up hair-dressing, has originated a number of styles and has devised classic browns of golden or silver leaves for the evening hair trimming, and he has an especial gift for making them flatter the face of each client, for he creates each coiff for the particular client.

CLOCHE DEPARTURES.



Here are two hats, from Paris, showing that it is possible to escape the cloche. The turban, above, keeps a very close neat line about the face by means of its tightly wrapped folds. But in the back a wide bow gives a decidedly novel effect. The hat, below, is of plaid silk with rolling, upturned brim, wider than we have been wearing, and the big bow is placed at the side at a youthful angle.



A PRETTY DANSEUSE.



This is Miss Ruth Mooley, of Richmond, Virginia. She is studying dancing in New York and will soon leave to complete her terpsichorean education in Europe.



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"PEREIRA."

Great Figure in China.

An appreciation of "Pereira"
appears in the *Empire Review*
from the pen of Lady Hore. She
writes that debonair was the word
that best described Pereira. He
was tall and dark and, but
despite his lean looks, was a
heartily man, always good-
humoured and with the faculty
of finding every one he met
worth meeting. He was badly
wounded during the war.
Although he was for
some time on the Staff, he spent
much more of his time in the
front trenches than was strictly
needful. He loved the welcome
he received in the mud there
from his old China acquaint-
ances. His was a gay spirit,
and he had the power of making
friends wherever he went, not
only with men of his own race
but with those of very different
origin. He had a habit of joking
with native chiefs and Chinese
magistrates that was Elizabethan
in its jollity. English people in
China had a great pride in
Pereira.

RADIO NOTES AND NEWS.

Effect on Man's Methods.

It has occasionally been sug-
gested that the use of wireless on
an ever-increasing scale has
begun to produce an appreciable
effect upon the weather and even
upon the climate, but such stories
may be relegated to the realm of
unfounded rumours generally.
For, whilst it is quite possible that
man-made disturbances of the
ether may in some way produce
local atmospheric effects, we may
feel pretty confident that such
effects are negligible and are
utterly swamped by the vast
natural forces continually at
work.

Probably most readers of
Popular Wireless (says P. J.
Radon in that journal) are aware
of the fact that an electric current
cannot flow without producing
magnetic effects, and that, con-
versely, a magnetic field is
essential for the production of
an electric current. These facts
lie at the very root of the theory
of wireless transmission and
reception.

We must assume that readers
are aware of the difference be-
tween the flow of electric current
in a conductor, and the release of
a charge of static electricity
known as a discharge. Both these
things effect a similar purpose,
namely, the restoration, or partial
restoration, to a condition of
equilibrium of natural forces
which have been displaced.

We speak of generating electric
current, but strictly speaking we
do nothing of the kind. What we
do is, by the expenditure of power
or energy, to produce a difference
of potential between two points:
in other words, we unbalance the
equilibrium of Nature's forces.
Then we provide a conductor, and
Nature restores equilibrium by
means of the phenomenon which
we call an electric current.

Similarly, by charging a con-
denser, we disturb the natural
balance of forces, and the dis-
charge of the condenser effects a
purpose similar to that effected by
an electric current.

Like a beautiful but capricious
woman, Nature is perpetually
changing her mind. She is never
satisfied, but is always seeking
variety and change. We see
ample evidence of this in every
detail of the natural order of
things, but in none more so
than in the restless and un-
ever-changing disposition of
her forces—in the ebb and flow
of the tide, in the conveyance of
water from deep down in the
earth and from the ocean into the
air, in its fall as rain, and in its
downward flow as streams and
rivers, from mountain rivulets to
mighty rivers such as the Ama-
zon and Mississippi.

ELECTRICAL STORMS.

To seek the underlying causes
of electrical storms and of light-
ning would be a task involving
complex considerations and pro-
blems. If we imagine the world
as a cold, dark, lifeless object in
space, too far removed from any
other body to be affected by it, we
might reasonably conclude that
there would be no such things as
electrical and magnetic pheno-
mena upon it. But in point of
fact, within our solar system there
is great and ceaseless natural
activity, from the terrestrial point
of view, most of which is ap-
parently due to the influence of
the sun, which influence, in its
various forms, we believe reaches
the earth by means of other waves,
and is responsible for the many
manifestations of energy we wit-
ness and which makes life possible
upon the earth.

Nature is never satisfied, either
with a condition of equilibrium or
unrest. She is continually ranging
her forces in opposition and bring-
ing them to balance again, and
one result of this alternate ebb
and flow of energy is the pro-
duction of those differences of
potential, corresponding to the
charging of a condenser, that are
the immediate causes of light-
ning—sometimes described (al-
though not altogether appro-
priately) as "Nature's
Wireless."

Thus a cloud (which is simply
an accumulation of moisture su-
persaturated in the air) charged with
electricity and drifting into the
vicinity of other charged
clouds or of the earth, will be re-
pelled or attracted according to
whether they are positively or
negatively charged. Two clouds
charged positively would not
mutually discharge, but if one is
charged positively and the other
negatively, when the distance is
sufficiently short, discharge takes
place—exactly as in the case of
a condenser.

Air, being almost a non-con-
ductor, offers so much resistance
to the passage of the charge as
to cause a spark which, in the

case of lightning, appears as a
long streak, due to the great
quantity of electricity and
the enormous difference of
potential which enables it to
leap across very big gaps. The
flash is often more than a mile
in length—sometimes a good
many miles long, and it is
known that volts are
required to form a spark only
an inch long. The total voltage,
however, is difficult to calculate
because of the varying percentage
of moisture and rain-drops
through which it may pass, and
which may ease its passage.

The deviation of a flash from a
straight line is due to the charge
following the line of least resist-
ance. Thus, it would select a
path where moisture or rain offers
less resistance than comparative-
ly dry air.

It is difficult to judge for cer-
tain in which direction the dis-
charge takes place. It is gen-
erally thought that the earth is
negatively charged, but some-
times a lightning flash appears to
ascend, which would seem to
indicate that possibly there are
local variations in the nature of
the earth charge.

CAUSE OF THUNDER.

A flash of lightning causes
heating and sudden expansions
of the air. Immediately after the
passage of the charge, the sur-
rounding air comes together again
with great force and a loud clap,
and the echoing of the sound,
from cloud to cloud and from hill
to hill, causes the reverberations
of thunder. They are not audible
at a distance of more than about
15 miles, which explains why we
often see lightning flashes appar-
ently unaccompanied by thunder.

Perhaps the most fascinating
natural form of electric discharge
is that known as "ball" or "globe"
lightning, consisting of globes of
fire which descend from the sky and
behave in a curious and un-
accountable manner. They are
occasionally visible for about 10
seconds, upon reaching the earth,
rebound and explode with loud
reports. It is said that on one
occasion such a ball passed right
through a ship, shattering glass-
ware on a table, but without
injuring the diners.

Extraordinary stories are relat-
ed concerning such phenomena,
but it is difficult to sift those
which are authentic from those
which are probably largely the
result of imagination.

The destructive effects of light-
ning are too well known to need
instances, and its probably bene-
ficial results are too little known
to attempt any explanation of
them here.

To the wireless amateur, a
thunderstorm appears primarily
as a nuisance, interfering to some
extent with reception, and the
nervous experimenter may even
drop his headphones quickly
upon its approach.

We know that a severe light-
ning storm produces considerable
local effects upon the ether, al-
though just what kinds of electro-
magnetic and other waves the
discharges set up, it would be
difficult to say. It is fortunate
for us that the wave-lengths are so
different from those used in wire-
less that they do not always inter-
rupt messages. Indeed, the prob-
ability is that by restoring
electrical equilibrium thunder-
storms are beneficial in their
effect in so far as wireless is
concerned.

The only messages we receive
by Nature's wireless are those
conveyed to our senses by sound
and light waves, but from them
we learn a little of the grandeur
and mystery of the vast natural
forces that operate continually
around us.

BYRON CENTENARY.

Celebrations from London
to Athens.

Byron's centenary, fell on
April 19, and was to be a univers-
al effort.

In London there were to be a
special exhibition of manuscripts
and first editions at the British
Museum. The monument in
Hyde Park (Hamilton-gardens),
where the poet in bronze sits
with his beloved Newfoundland
"Boatswain," was to be decorat-
ed, and a wreath placed on one of
the two busts or one of the
memorial tablets at Byron
House, Fleet-street.

The Greek colony in London
were also to keep the occasion,
directed by the Greek Minister.
Harrow School and Trinity
College, Cambridge, where the
poet was educated, arranged their
respective forms of observ-



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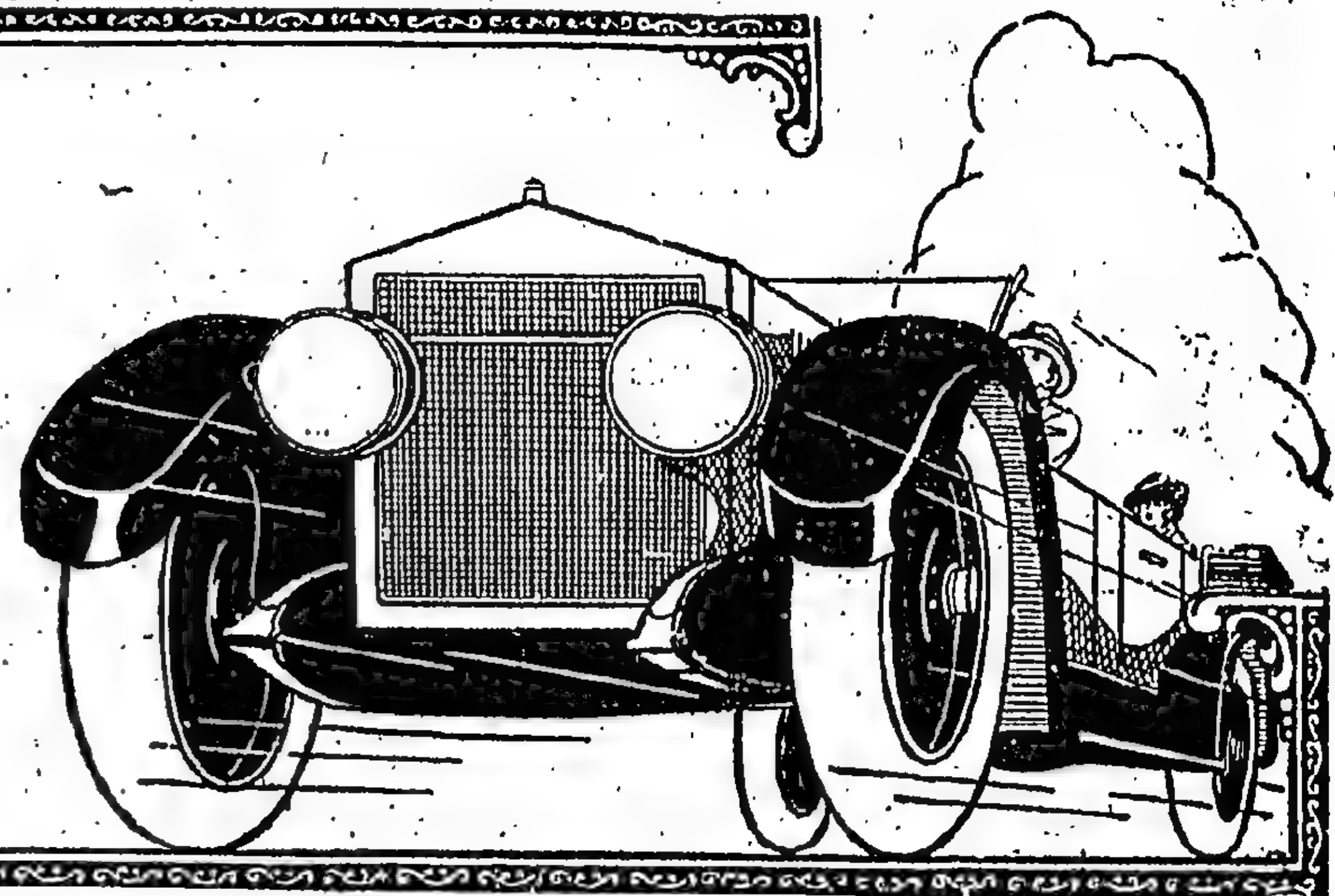
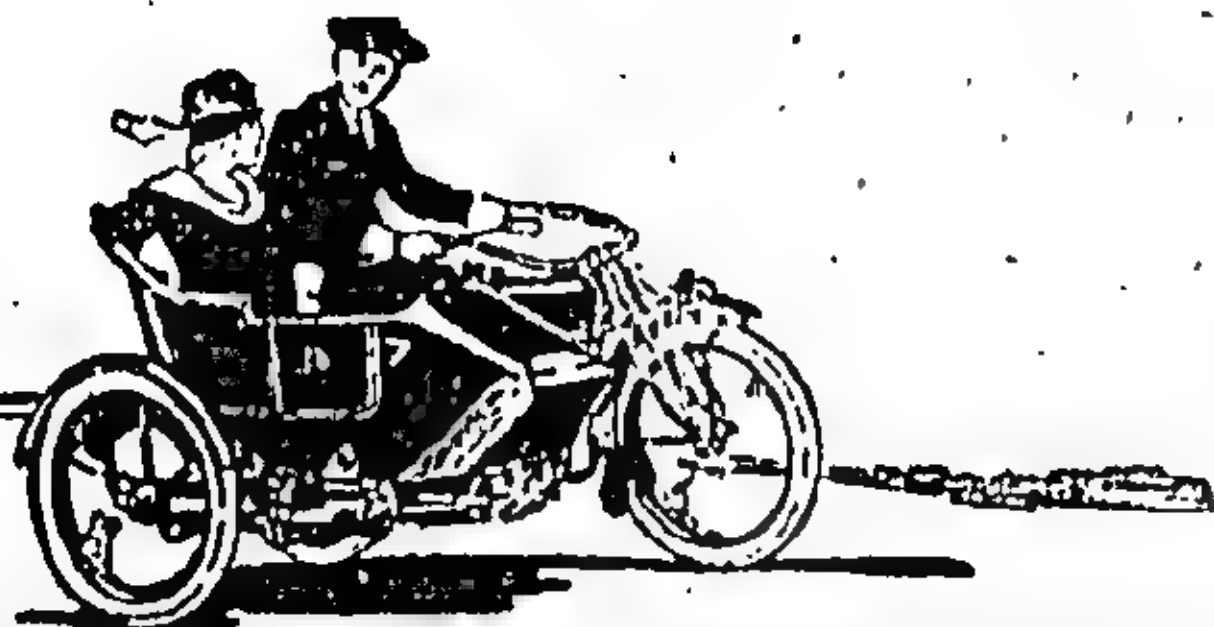
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MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, the 3rd. May, 1924

(Being the Official Organ of the Hongkong Automobile Association).



LOCAL MOTOR NOTES & NEWS

It will be remembered that in last week's notes it was pointed out how extremely dangerous it was to motor cyclists for the Public Works Department employees to leave an undue quantity of sand upon the roads following an application of tar. After those notes were written and in the same issue in which they were published, it was our regretful duty to chronicle the death of a young Chinese who died as the result of injuries sustained by falling off a motor cycle which skidded when rounding a sand-strewn corner on the Stanley-Republic Bay Road. If our P.W.D. needed convincing of the danger of sand-strewn roads, then the unfortunate tragedy above referred to should have had its effect. We most sincerely hope that instructions will now have been given for sand to be kept down to the minimum, but, failing a much more constant European supervision than now appears to obtain, we doubt whether Chinese road gangs will amend their ways. There is no need for so much sand, just a sprinkling being sufficient to protect the tar. The Government, as the custodian of public safety, should view very seriously any action by one of its Departments by which public safety is jeopardised.

We have received from the Standard Oil Company an exceedingly informative and useful brochure entitled "Practical Lubrication for the Motor Car." Although openly advocating the use of Socony Oils, the book does much more than advertise—it instructs. The foreword states:—"It is the earnest endeavor of the Standard Oil Company of New York in publishing this book concerning the practical lubrication of the automobile, to provide car owners with some simple suggestions for the care of their motor cars; and they are sure it can be a means of pointing out the road to real economies through the use of Socony products. If you pick up a suggestion here and there—a suggestion for safety—a suggestion for dependability—a suggestion for economy, this little book will have accomplished its purpose." And these suggestions are certainly contained in the text, which is packed full of practical hints for all the various parts of the car. All motor users in this Colony should try to get a copy.

It is pleasurable to be able to report the continued growth of the local Automobile Association. During the past week, the following new members have joined:—

A. Brookshank
Hoi On-long
Fui Pui Sang
R. L. Moncrieff
Fung Koon-lan
Chang Kwai-yuen
E. B. C. Hornell
Wong Po-keung
W. M. Gitting

On Thursday afternoon at three o'clock, when the new Queen's Theatre was being opened, one had the pleasure of seeing Queen's Road absolutely cleared of "parked" rickshas. And the difference was really striking. Rickshas are an undoubted convenience, but they are also an undoubted inconvenience when it comes to their being congregated on stands. In Lee House Street the rickshas are an unquestionable nuisance; by the

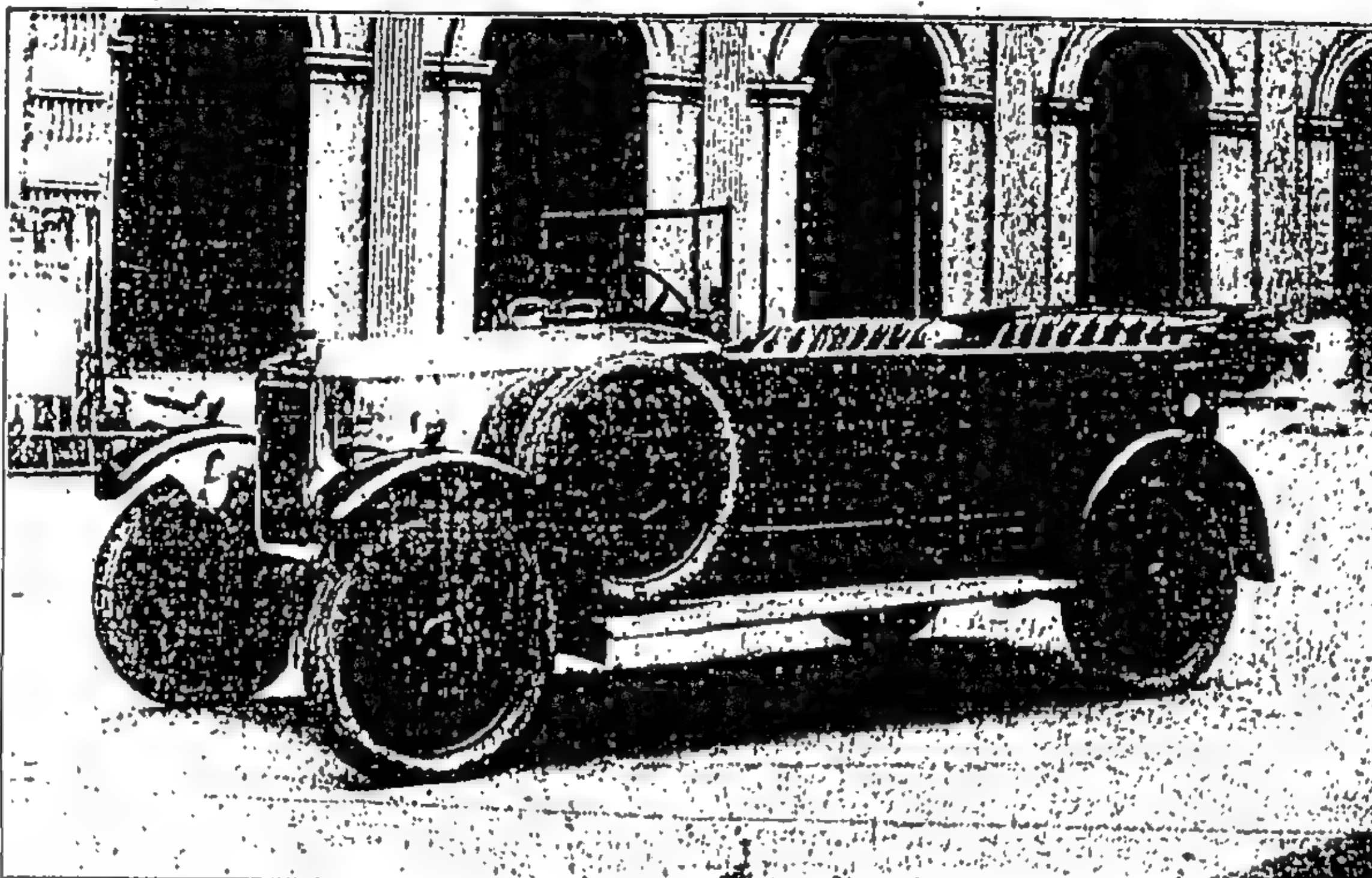
King Edward Hotel they obstruct the crossing of Des Voeux Road; in Chater Road rickshas, trucks and chairs divide the road into two halves making it impossible to get from one side to the other without stepping over shafts, etc. This parking of vehicles in the centre of streets is not good; it takes away a lot of space and imposes an inconvenience. It would be a much better thing if the authorities endeavoured to put all such vehicles down side streets.

There have been quite a number of complaints made lately regarding the speed of the motor buses plying in Kowloon and adjacent time is coming when a definite speed limit will have to be enforced not only for motor buses but all lorries and heavy motor vehicles. In Salisbury Road, between the ferry and Nathan Road, motor buses can be seen speeding along at anything up to 20 miles per hour; on the road to Aberdeen on this side of the harbour the motor buses travel at much too high a speed, whilst some of the local motor trucks are driven at a rate at which it is impossible for the drivers to pull up quickly in case of emergency. The buses on the Castle Peak road also speed along at a dangerous pace. At Home there is a definite low speed limit for buses and trucks and the time has come when a similar ruling should be made to apply here. Vehicles over a certain weight cannot be allowed the speed of lighter cars, especially when they are public conveyances.

The condition of some of the roads on the outskirts of Kowloon is also a matter needing attention. In places where reclamation work or hill removals are in progress the roads are in a bad condition and to make matters worse, contractors' lorries draw up alongside the road (generally just round a corner) and endanger other traffic. One realises that land alterations or road improvements must necessitate a certain amount of obstruction during the period of transition, but what is needed is a vigilant police patrol to ensure that ordinary traffic needs are, so far as is possible, properly respected. It is far from ideal to allow trucks and lorries to pull up just anywhere they like, utterly heedless of the danger they constitute. There should be constant supervision such as could be performed by a motor cycle police officer.

In order to cater to the needs and convenience of its members, the Hongkong Automobile Association has been endeavouring to get the Government's permission to erect motor car shelters both at Repulse Bay and Castle Peak. Although two letters have been addressed to the Government, no reply (excepting the usual formal acknowledgment) has been received, notwithstanding the fact that summer is upon us and that it is eminently desirable for the Association to know early whether or not it will be able to give the desired privileges. It is to be hoped that the Government will not delay much longer and that it will be able to concede the Association's request. In the event of motor car shelters being allowed, the Association also intends to apply for sites on which to erect bathing machines.

THE ARMSTRONG SIDDELEY.



The welcome given to the Armstrong Siddeley "Fourteen" at Home and Abroad is a recognition that its makers have achieved their object—a popular all-British medium powered car for family use, capable of competing easily in price and performance with any other of the world's productions.

Riding in it, one is immediately impressed with the unusual roominess of the "Fourteen," the smooth running and the realisation of the ample power of its four cylinder engine to negotiate most hills without change of gear. It will average 26-28 miles to the gallon of petrol, and, because of the lightness of construction and the scientific transmission of

power, the wear on tyres is extremely light. The non-technical owner is easily able to handle it and keep it in trim.

The designers have given particular attention to the requirements of the private owner, details needing attention or adjustment having been reduced to a minimum. Steering and control are both excessively easy. It has a high clearance, and with a wide track is very steady on the road. The coachwork is designed on the most modern lines with low, deep, comfortable seats. The equipment is generous.

The makers are to be congratulated on having achieved such a high degree of inexpensive motor-

ing of the quality which the "Fourteen" represents.

It is safe to predict that this car will become as popular here in Hongkong as it has in other parts of the world, providing as it does, reliable, economical and enjoyable transportation.

The Hongkong Hotel Motor Dept. will carry complete stocks of spare parts, so that there will be no delay should any renewals be required.

Those contemplating the purchase of a new car will be well advised to obtain particulars of this latest addition to Hongkong's motoring world.

We learn that the car, pictured above, was sold almost as soon as it arrived.

HENRY FORD'S VISION.

HOW HE PROPHESED.

How clearly Henry Ford saw the future of the automobile and how well he prophesied it, is shown in an article written by him in February, 1910, and published in a Detroit newspaper.

In 1909, as the article states, 2,000,000 horse-drawn vehicles were sold as against 80,000 automobiles. How the prophesied reversal came appears in figures for last year which show the sale of approximately 4,000,000 motor cars during 1923 as compared with 100,000 horse-drawn vehicles.

The article read as follows:—

"The automobile of the past attained success in spite of its price, because there were more than enough purchasers to be found to take the limited output of the then new industry. Proportionately few could buy, but those few could keep all the manufacturers busy, and price therefore had no bearing on sales."

"The automobile of the present is making good because the price has been reduced just enough to add sufficient new purchasers to take care of the increased output. Supply and demand, not cost, has regulated the selling price of automobiles. The car of to-day is better by far than the car of a few years ago—the natural result of experience. The price is lower, just enough lower to add sufficient possible purchasers to buy the increased output."

"The automobile of the future must be enough better than the present car to begot confidence in the man of limited means and enough lower in price to insure sales for the enormously increased output."

"The car of the future must be the car for the people, the car that any man can own, who can afford a horse and carriage; and mark my words, that car is coming sooner than people expect."

"In the low-priced car dwells the future success of the automobile. Comparatively few persons can afford even a \$1,000 car. A limited number of factories can easily supply all the demand for high-priced cars, but the market for a low priced car is unlimited. More than 2,000,000 horse drawn vehicles were sold by American factories in 1909. When you substitute a motor-driven vehicle for each of these two million wagons and carriages, you get an idea of the automobile of the future."

"The low-priced car will not be a makeshift, an automobile by courtesy, a machine built for a price. It is harder to sell to a man who can only afford a low-priced car than to the man whose money comes more easily. Not only must the successful car of the future be low-priced, but it must present at least equal value with the present high-priced cars."

"The low-priced car should actually be better than the car at a higher price, for more is expected of it. The man who can afford the high priced car can afford a man to keep it in order, while the man who has to buy a low-priced car, if any, has to look after it himself, whether or not he has any mechanical ability. Likewise, when he buys, he buys for business use and pleasure too. That condition prevails to-day. The low-priced car must be better built than the higher-priced product, because it receives harder use. The successful low-priced car of to-day is successful because it stands

harder usage than is accorded to \$5,000 creations.

"Equally important with low cost as a qualification of the car of the future is 'low cost of upkeep.' The weekly expense of an automobile will be more important to the man whose income is \$100 a month than will the cost price. The one he has saved by easy stages, the other must be taken out of his earnings. Gasoline bills, repair bills, tyre bills must be low. They should be as low as the expense bills for a horse and carriage. This low maintenance account can result only from light weight."

"So the car of the future will be light as well as low-priced. This means the substitution of quality for quantity even to the use of materials not yet discovered."

"It is notable, also, in connection with the foregoing prophecy by Mr. Ford, that during last year 2,090,959 Ford cars and trucks were produced, fulfilling the statement made in 1910 that the light, low-priced car would enjoy the greatest popularity."

STARTING WITH £1 TO OWN A CAR.

Under the terms of the new Ford weekly purchase plan, as small a sum as £1 starts one towards the ownership of a car, truck, or tractor of this make, this scheme being an application in England of the principle which the parent company has put in operation in the United States for some months past. The initial payment of £1, as well as all subsequent payments, will be deposited to the customer's credit in the local bank, and will draw interest at the regular savings rate, the scheme being operated from now on by all authorised Ford dealers in England.

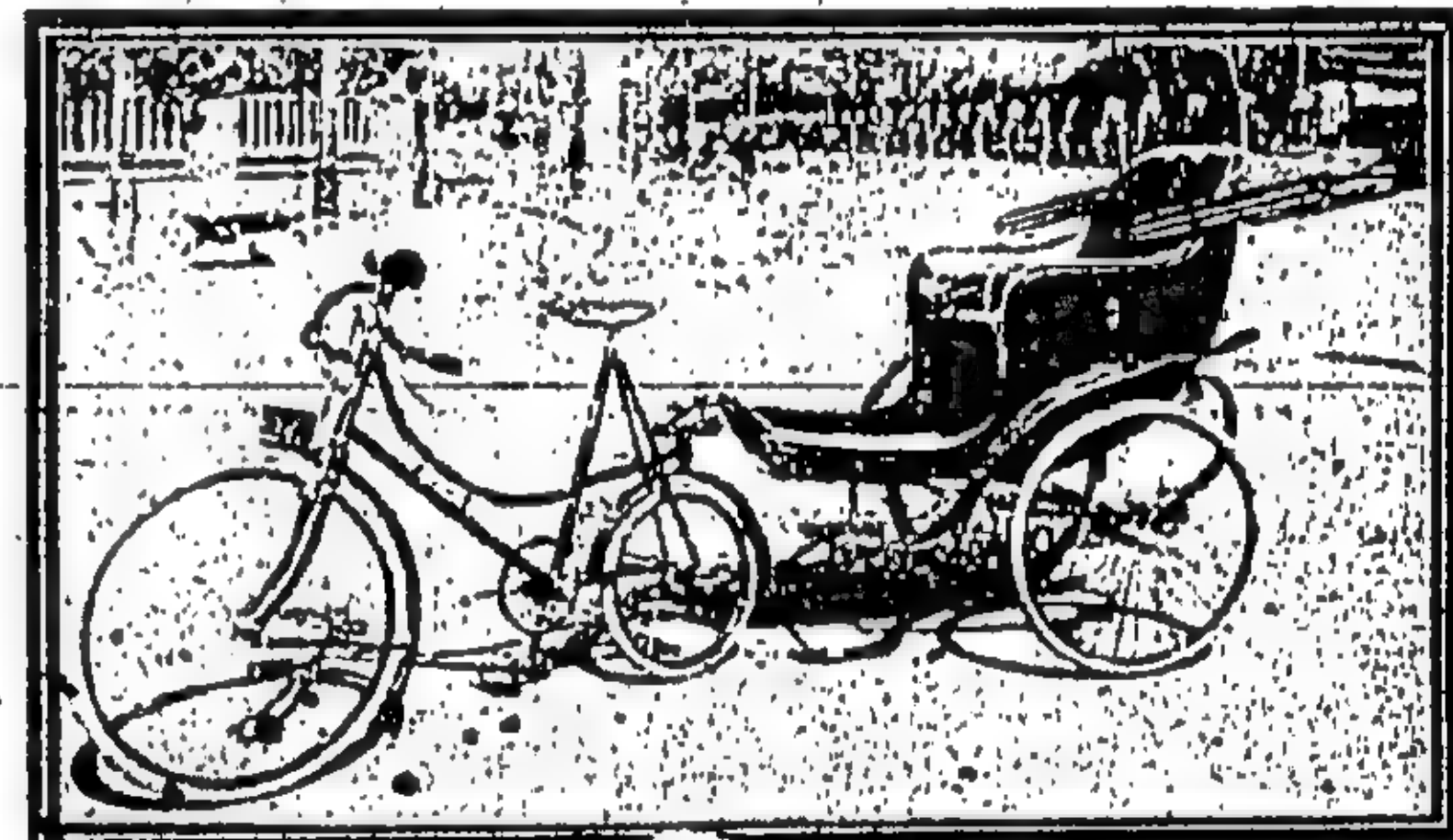
KEEP BEARING CLEAN.

DIRT—MUST BE EXCLUDED.

A bearing that is constantly enveloped in clean lubricant of suitable quality, is subject to very slight wear, but if the oil or grease around it is polluted with road grit or metal chips, these act like emery, cutting away the rolling or rubbing surfaces and prematurely ruining the bearing. Dirt must be excluded from bearings, if they are to long survive and the chief reason why frequent changing of lubricant is advocated is in order to get rid of the abrasive foreign matter which it contains. Front wheel bearings and the outboard rear axle bearings, despite their felt washers, are subject to the entrance of road grit and as they are relatively easy to remove, they should be taken out at least once a season and thoroughly cleaned of all adhering dirt-laden lubricant by soaking in kerosene. The axle shafts and other related parts, before fresh lubricant is supplied and the bearings—with new felt washers—are replaced. In the case of the transmission and the differential-unit bearings, most of the abrasive dirt can be removed by flushing out the housings with kerosene. To accomplish this, drain out or otherwise remove all old lubricant and replace it with kerosene. Jack up the rear wheels and run the engine slowly with the gears engaged, for a few minutes, to let the kerosene splash about and wash down all dirt particles. Then draw off the kerosene and supply the proper quantity of the right grade of lubricant to both housings. If non-fluid lubricant has been used, the transmission cover and the inspection plate of the rear housing will probably have to be removed in order to clean out the old grease. The strainer in the crankcase is supposed to collect metal and grit particles and keep them out of the engine bearings, but some of the very fine abrasive dust escapes it and should be removed as follows: Drain the used oil, replace it with a sufficient quantity of special crankcase oil, run the engine for a short time to permit splashing and washing down to take place, drain off the flushing regular engine oil, and refill the crankcase with fresh engine oil. Before changing crankcase oil, it is a good thing occasionally to clean valve-stems and pushrods of collected dirt by removing the valve compartment cover and washing off the parts with kerosene, forced on to them from an oil gun.

PEDICABS FOR SHANGHAI.

Competitor With the Ricksha.



Very shortly Shanghai roads will be invaded by numbers of vehicles similar to the one in the picture. It is the new pedicab of which so much has been heard. The coolie sits on the bicycle in front and the passenger in the carriage behind. A public service of these vehicles will be run at a competitive tariff with the ordinary rickshas. These vehicles are manufactured in Belgium.

MOTOR BUSES FOR SHANGHAI.

Petrol-Electric Engines.



The above picture gives an idea of the motor buses which will soon be running on Shanghai streets. The buses which are to be put into service there, however, will differ slightly from the above in that the roof will project further forward, forming a complete canopy over the driver and rendering unnecessary the little projection seen in the above picture. Messrs. Arnold & Company, who are starting this service, will have in addition to these "single-deck" cars a number of "double-deckers." Both types will have front and back doors opening at the side of the car, and operated by levers. The service will be put into operation some time in May.

The New ESSEX

What Experts Here and Abroad Say About It:

"Hudson has produced a super Essex. ... It looks like the proverbial knockout."—*From Automobile Topics.*
 "The New Essex is a revelation of performance, ease of riding and of smoothness."—*From Motor Age.*
 "Steers easily even on loose gravel at 50 miles per hour."—*From Motor World.*
 "A wonderful value—a car of which Hudson engineers have a right to be proud."—*From Motor Life.*
 "Possesses qualities I didn't believe could be incorporated in a closed car at the price."—*H. A. Tarantous, in Motor (U.S.A.).*

And "MOTOR" of LONDON, ENGLAND Says:

"For a very considerable time the Essex car has been one of the most popular American productions marketed in this country, and has won an enviable name for reliability and road performance. Good as the four-cylinder model has proved to be in service, however, the manufacturers have superseded it in favour of a six-cylinder model. It represents a very great advance in design on the old car, and is one of the most interesting American vehicles that has ever been imported here, chiefly on account of the fact that the engine is only just over two litres capacity. Outstanding features are the played rear semi-elliptic suspension, the sturdy frame, accessible power unit and components, oil system of chassis lubrication, general finish of chassis and bodywork, and the remarkably low price."

"So much for the details of the chassis. A short run on the road proved to our satisfaction that the car did not belie its appearance. The engine is vibrationless and will take the car along at so slow a speed as 2½ miles per hour without a tremor from the transmission. From even this low speed, a ready pick-up can be obtained without changing down. For a 2-litre power unit the acceleration on second is terrific; in fact, it is one of the most lively cars in which we have ridden. Thirty miles an hour or over seems but 10 or 12, so smooth is the engine, while ordinary main-road gradients can be surmounted in excess of 45 miles per hour. The steering is particularly light for an American production, very accurate, and the ample lock is provided. The brakes, both hand and foot, could not be better, for they are very smooth, progressive and powerful in action. The transmission is noiseless, and in every way the new Essex six-cylinder can be put down as a real delight to drive."

"Even better than my former ESSEX," say Thousands of Owners

It is the most talked of car ever brought out by Essex. Old owners say it duplicates the pop and dash of the former Essex up to 50 miles an hour, while far surpassing it in smoothness and riding ease.

Thousands who examine and ride in it daily are not alone in saying that it is the best riding car they ever knew. Safe, comfortable and steady on all

roads at all speeds. A special design that will interest you accounts for that. It starts instantly in any weather. Steers easily as a bicycle. Gears shift noiselessly at a touch. Even those who keep but casual track of gasoline and oil mileage, are astonished at its economy in those respects. And the minimum service cost policy, continues these economies in inexpensive maintenance throughout all the years it serves you. And take a 30 minute ride to learn the facts.

2500 New ESSEX Owners

THE DRAGON MOTOR CAR CO., LTD.



Latest Models on View at our Show Room and Service Station. Come and see them.



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Manufactured in Birmingham, England.

In June next we shall receive—

One 24--- Passenger Bus, Complete
and

Two 2---Ton Truck Chassis

all of which are equipped with pneumatic tyres.

ASK US ABOUT THE GARNER!

THE HONGKONG & KOWLOON TAXICAB CO., LTD.
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MOTOR CYCLES IN U.S.

Considering how great a part the internal combustion engine plays in the daily life of the United States, the comparatively limited use of the motor cycle is somewhat surprising. Apparently this mode of travel, which is so popular, not only in England, but throughout the Empire and

on the Continent, does not appeal to the American citizen. In 1919 the total number of motor cycles registered in the United States was 240,090, but every year since there has been a steady decline, until at the end of 1923, the figure stood at 171,568. The States registering the greatest number of motor cycles are

New York, 22,981; Pennsylvania, 19,817; Ohio, 15,300; California, 14,654; and Massachusetts, 11,733. All of these States, however, show a fall, with the exception of the last named. At the other end of the list comes the huge State of Nevada, which has but ninety motor cycles. Then come Mississippi, with 114; New Mexico 172; Wyoming, 291; and Arkansas, 300.

BALLOON TYRES.

EVEN PRODUCERS DISAGREE.

Balloon tyres generally are conceded superior to the regular high-pressure type, yet there is so much doubt and disagreement among tyre manufacturers over sizes and types that most car makers are waiting for the cloud to clear away before they will adopt the balloon tyre as regular equipment.

At present there are two types of balloon tyres—the full balloon and the semi-balloon or balloon-tyres.

The full balloon tyre is the kind having much larger cross-sectional area than the regular type and using almost twice as much air at about half the pressure. It is highly flexible, due to the fact that its side walls are four-ply, instead of six or eight-ply.

The semi-balloon tyre is practically an oversized cord, with less plies in its sidewall fabric construction and with less pressure.

Due to the much larger size of the balloon, the wheel must be smaller, so that the over-all diameter of the wheel and balloon tyres is the same as that of the regular wheel and high-pressure tyre.

DIFFERENCES.

Use of the semi-balloon tyre on the regular-sized wheel, however, increases the over-all diameter.

Some tyre makers contend this wheel diameter is not changed, because the weight of the auto flattens the soft tyre down to the regular diameter. The contention is also made that, despite this difference in diameter, the gear ratio is not changed appreciably and the tyres do not interfere with fenders, brakes or frame.

That, however, is open to dispute among the tyre makers. The chief contention lies in the sizes best suited for general use.

Two manufacturers, for instance, advise a 31 by 5.25 balloon tyre to replace a 31 or 32 by 4 high-pressure casing. But when it comes to the larger tyre, one offers only an inch larger size with the same diameter of casing, while the other has balloon casings ranging in diameter up to 7.3 inches—to replace a 5-inch high-pressure casing.

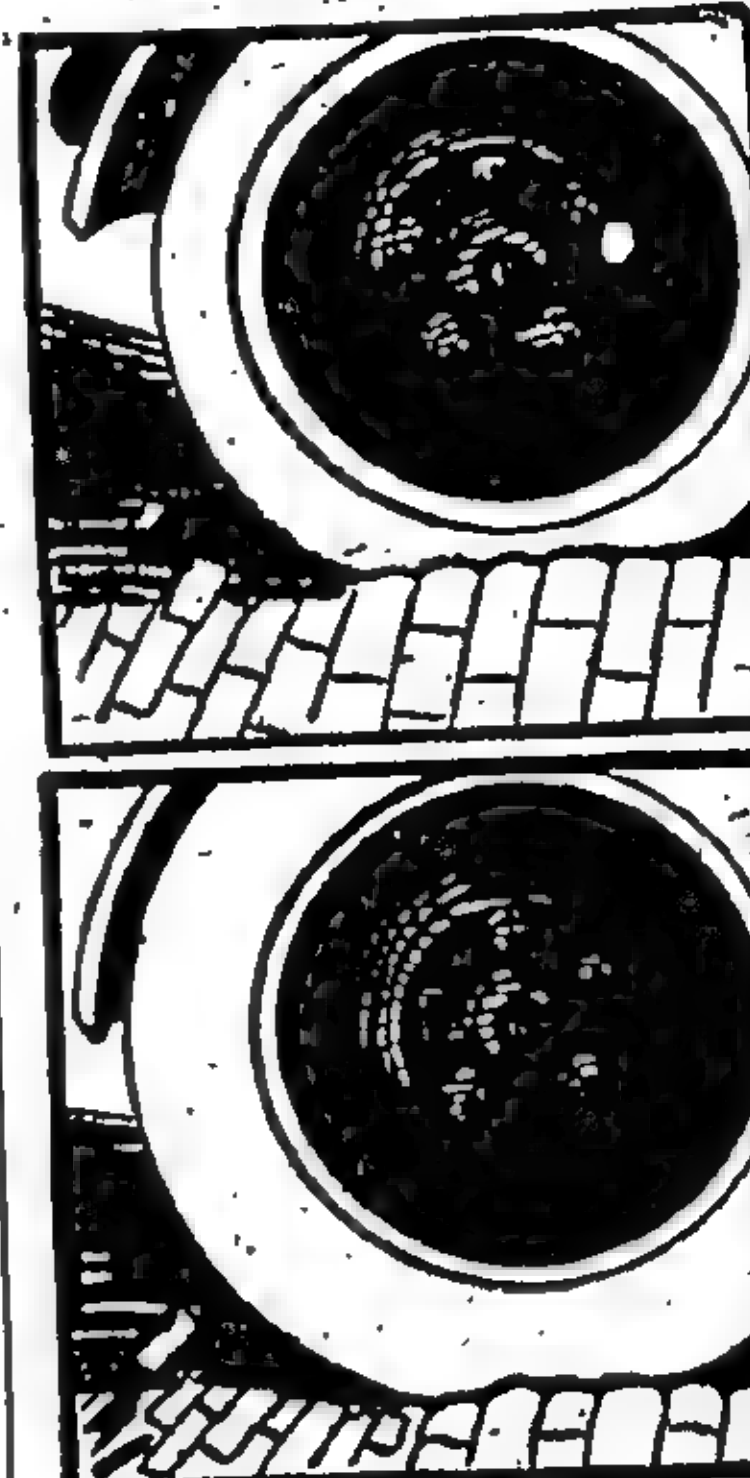
ANOTHER TYPE.

Now the tyre manufacturers plan to widen this difference even further. Some are contemplating a compromise between the full balloon tyre and the semi-balloon. It is an effort to meet certain objections made by the auto makers, and at the same time approach the full balloon tyre as closely as possible.

The result is car makers are wary of adopting the balloon tyre.

Some 16 or 18 have done so with regard to one make of tyre. But even they leave it to the auto buyer to decide whether he wants balloon or high-pressure tyre equipment.

Tyre makers suggest they may get together eventually and standardize their balloon tyre types and sizes, just as they did their high-pressure tyres soon after the war. At present, however, they are working individually and apparently against one another.



This picture shows the difference between high-pressure and balloon tyres. While a "hard" tyre (above) bumps over a rut so as almost to strike the rim, the soft tyre (below) rolls over with much less jar.

HOW TO REPLACE PLUG.

When replacing a plug, make a paste of flaked graphite and cylinder oil and smear this on the threads of the plug. This will not only help to make the plug tight, but will prevent the plug and the metal of the cylinder from fusing together, due to the heat, so that the plug cannot be taken out again.

A HOME-MADE KNOCK DETECTOR.

An excellent knock detector can be made from an old can and a piece of 3-16-inch cold rolled steel or drill rod. The device is constructed by threading the rod at one end for the can. Thread a nut on to the rod, and then place a washer against the nut, insert the rod into the hole in the can and fasten into position with another washer and nut. Finally solder the lid of the can in position and the device is completed. Holding the can against the car and the rod against the engine will permit locating the knock.

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Britain's Most Famous Motor-Cycle

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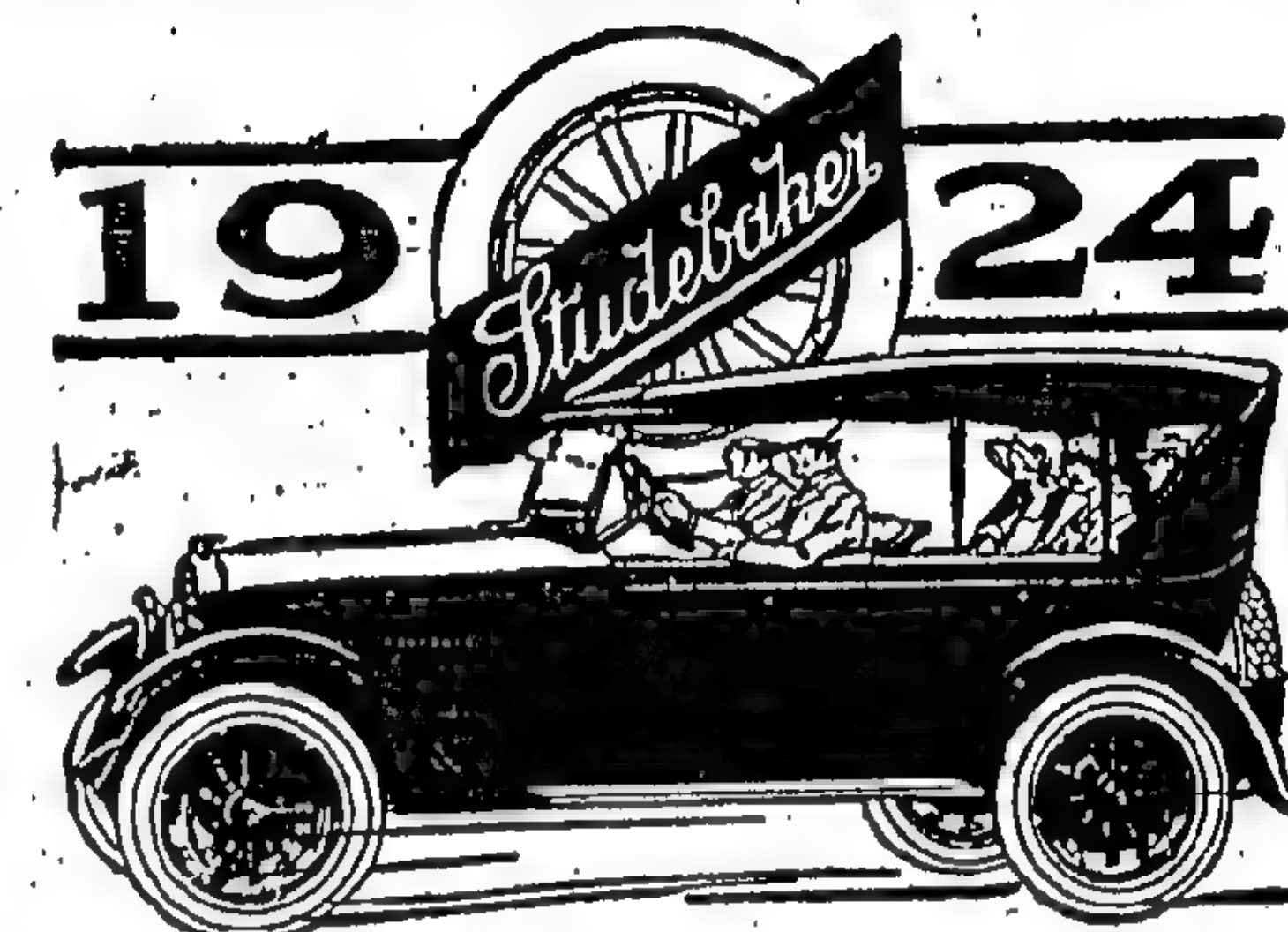
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FIVE-PASSENGER TOURING CAR

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CORDS

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"I'll give the car man
factories' lead, —
they know!"

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Phone St. George's Bldg. Prices
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Also obtainable from stocks carried by the Taxicab Co.'s
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The Dragon Motor Car Co., Ltd.

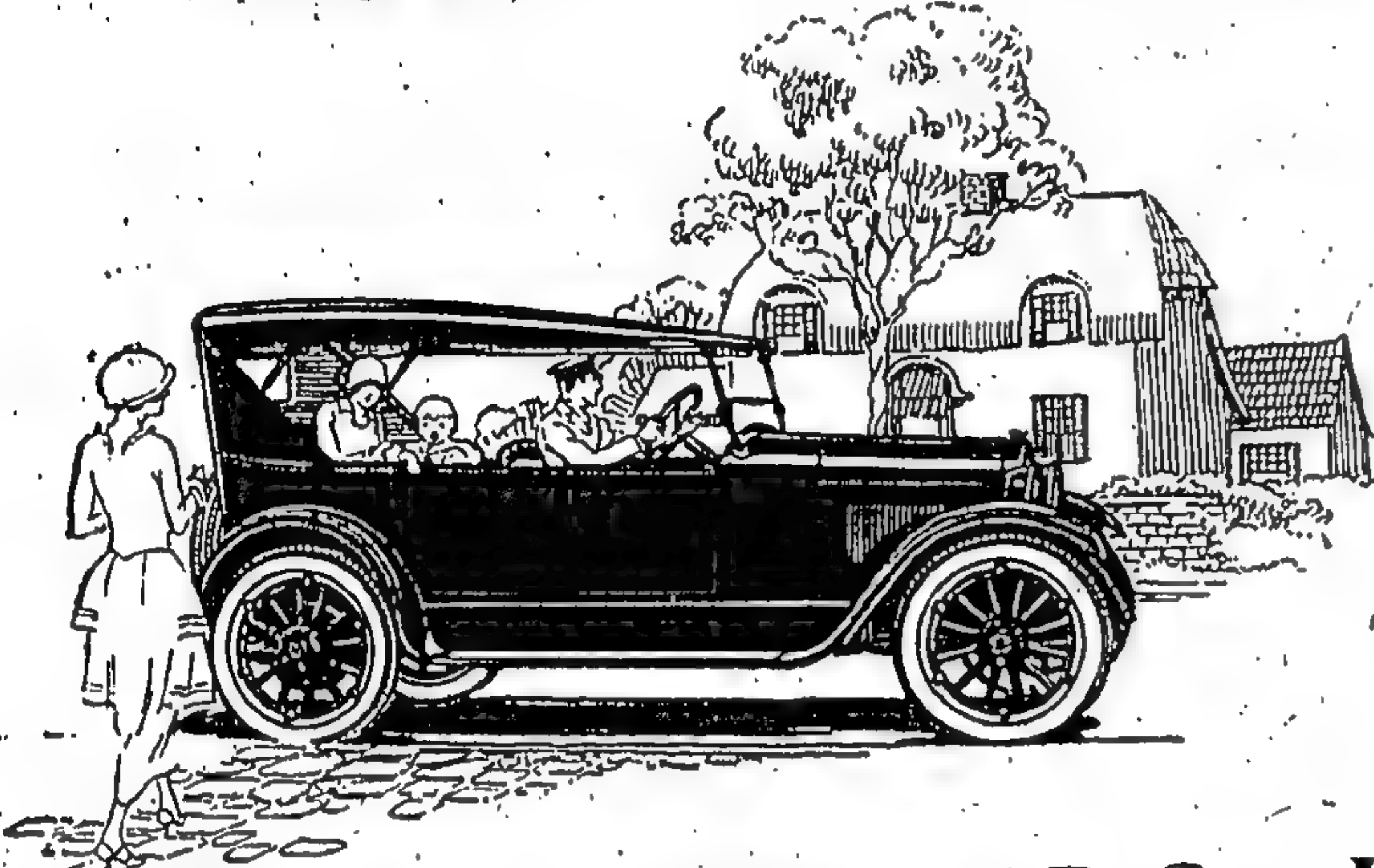
Export and Constant European Supervision.

Telephone Central 3950. A. J. Allison, Service Manager.

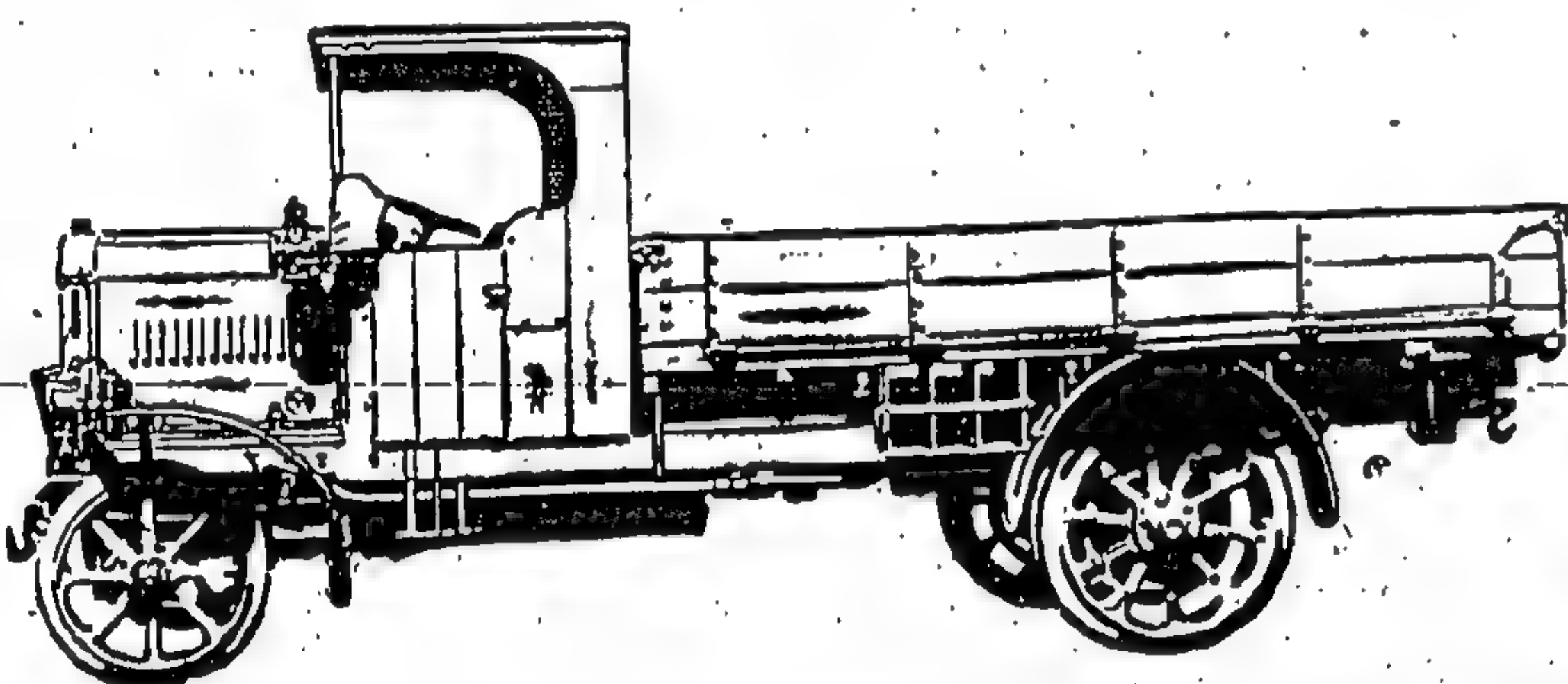
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This new Touring Car is at its best where road conditions are at their worst. Not until then can the owner fully appreciate its luxurious riding ease, nor the full superiority of the new spring equipment. All four springs are longer, with more and thinner leaves, and the rear springs are underslung. Made of tough, chrome vanadium steel, they unite maximum strength with very exceptional resiliency.

STANDARD MODELS.—Complete with five Disc Wheels and five Cord Tyres:
3-passenger Roadster \$2,400
5-passenger Touring \$2,450
SPECIAL MODELS.—Complete with Nickel-plated Radiator Shell, Cowl Lights, Nickel-plated Front and Rear Bumpers, Rear View Mirror, Automatic Wind Shield Wiper, Scuff Plates, Motor and Lock, Special Blue Leather Upholstery, five Disc Wheels, and five BALLOON TYRES:
3-passenger Roadster \$2,650
5-passenger Touring \$2,700



The DRAGON MOTOR CAR Co., Ltd.
Registered Head Office and Show Room.
Wong Nei Chung Road (Happy Valley). Telephone Central 3950



"If the writer were asked to sum up the 'Dennis' 2-2 1/2 tonner

HE WOULD DESCRIBE IT AS AN ESSENTIALLY HIGH-CLASS, WORM-DRIVEN MACHINE, BUILT ON THE ORTHODOX LINES OF BEST ACCEPTED STANDARD PRACTICE. THERE IS NOTHING EXPERIMENTAL OR DARING IN THE DESIGN; THE CHASSIS IS JUST A REPRESENTATION OF RIPE EXPERIENCE ACCUMULATED OVER TWENTY YEARS OF SOUND WORK."

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2-2 1/2 ton Model

Write for leaflets of models in which you are interested.

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How could you describe in fewer words the essential features of the machine you need for your transport services. Here you have up-to-dateness in design, soundness of construction, quality of material, dependability—all combined with, and benefiting from, an experience of motor manufacture which dates back beyond the passing of the Light Locomotive Act, in 1895.

BRIEF SPECIFICATION:—

30 h.p., 105 x 150 mm. engine, forced lubrication to working parts by gear-driven pump, large oil sump in crankcase, high tension waterproof magneto, external Fordo-lined clutch, gate change 4-speed and reverse gearbox, with direct drive on 4th speed, steering by worm wheel sector, Dennis worm-driven back axle, etc. The hand brake is of the expanding type, and the foot brake acts on a drum behind the gearbox, both brakes being easily adjustable by hand nuts in accessible positions. All chassis are fitted with front mudguards and Dunlop solid tyres, and supplied with 1 head, 1 tail and 2 side lamps, tool kit, lifting jack and horn.

THE SMALL CAR TRIALS.

REMARKABLE EVENT TO BE HELD THIS MONTH.

The small car trials of 1924, being organised by the Royal Automobile Club, will probably prove the most interesting, informative and really useful to the buying public of any of the long series yet held.

There is much useful novelty in the regulations for these trials, which are to be held from May 12 to 17. They are primarily intended to be of service to the motorist to whom finance is all important, the object being to provide for the following points:—

What will be the first cost? What will this include in the way of equipment, accommodation and comfort? How much attention and looking after will the car require; what repairs and new parts will be required and how much will they cost? Shall I be able to do the repairs myself? And how will the car climb hills, how will it "pick up," and what will be the consumption and cost of fuel, oil and grease?

There has always been a desire, and a need, for a stock car trial, but until now the difficulty of ensuring that none but actual standard cars, as sold to and used by the public, shall compete has proved insuperable.

It is intended that the Small Car Trial of 1924 shall be a stock car trial, and, without going into wearisome details, you can take it that any entrant who succeeds in running a car that is not a stock car without being found out and heavily penalised—well, he deserves to get away with it!

HEAVY PENALTIES.

Just one point in illustration. The entry form comprises every conceivable detail of a car, from the particular kind of material used in the upholstery. And if the actual car running in the trial is found to depart in the smallest detail from the particulars given in that entry form, the entrant, without further argument, is penalised to the extent of £250.

Further, he has to guarantee that the specification and the actual car agree in every detail with the current catalogue, and that at least six other identical cars have been sold to members of the public, whose names and addresses must be given.

The trials are confined to cars of 1,600 c. c. cubic capacity or under, and seven classes have been arranged, as follows:—

Class A, price not exceeding £130.
Class B, price exceeding £130 but not exceeding £170.
Class C, price exceeding £170 but not exceeding £205.
Class D, price exceeding £205 but not exceeding £240.
Class E, price exceeding £240 but not exceeding £275.
Class F, price exceeding £275 but not exceeding £350.
Class G, price exceeding £350 (unlimited).

The prize—R. A. C. gold and silver medals and the special prizes already mentioned—will be awarded on a system of marking which is in itself instructive. Each car will start the trial with a pool of 1,500 marks, and marks will be deducted for repairs and adjustments to the extent of

one mark for each fifth of a minute occupied, if the driver does the work alone. When two persons are engaged the penalisation is five times as heavy. If new material or parts are required a further mark for each shilling of the cost will be deducted. The time occupied in the usual operations of starting, other than adjustments and repairs, comes under the heading of "Adjustments," and afterwards a mark for each fifth of a minute. Therefore quick and easy starting, easily filled petrol tanks, radiators, and oil reservoirs, and easily adjusted brakes (which come under the heading of "Adjustments") will be an advantage. Replenishment of fuel or oil or brake adjustment on the road are very heavily penalised, as compared with their performance before starting each day.

CHEAP FUEL BENEFITS.

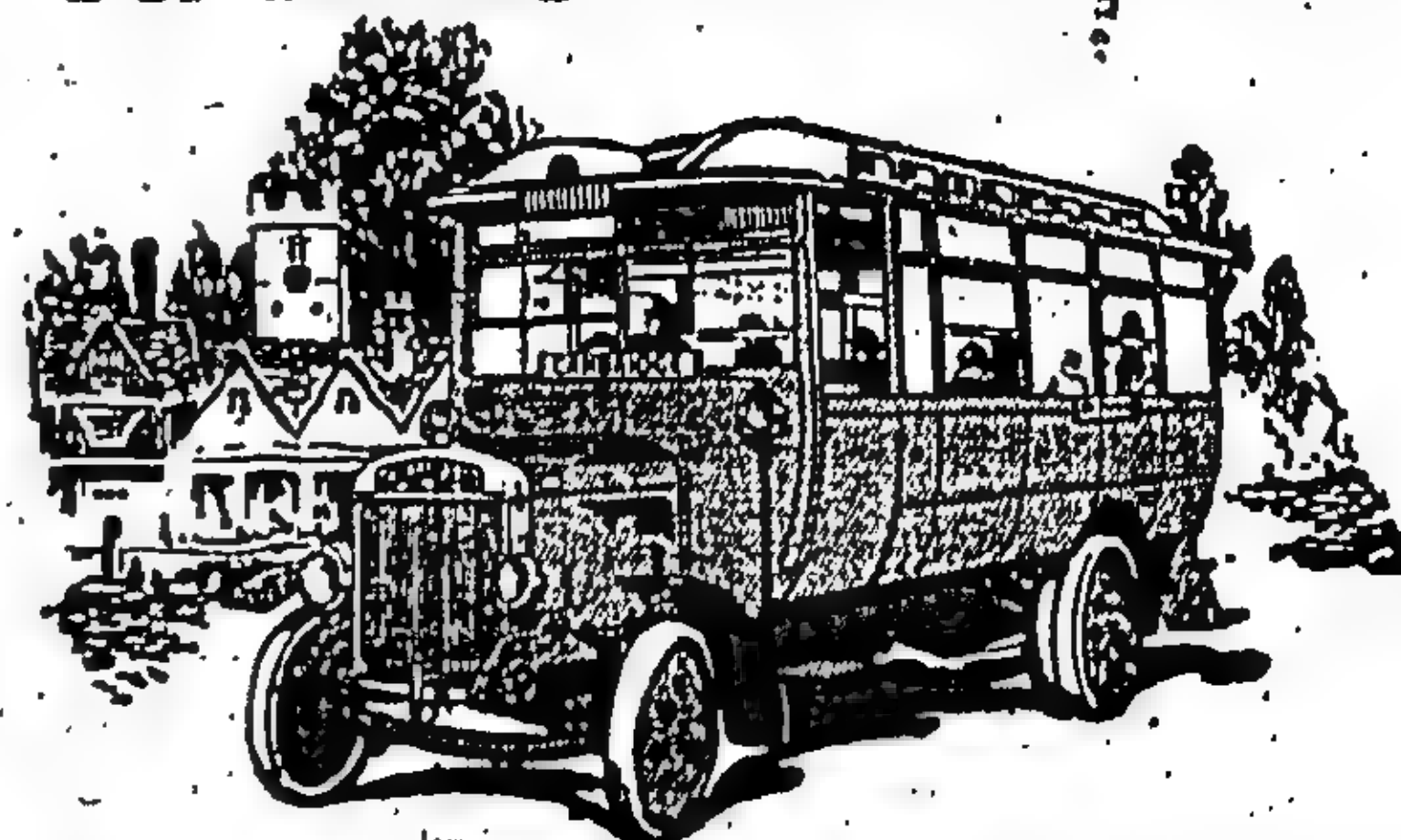
The marking system in connection with fuel consumption is interesting, as cost rather than quantity used is taken as a basis. Marks will be deducted in relation to the value at current retail price of the fuel used at the rate of one mark for each 134d. worth. Thus a car using a cheaper fuel and perhaps not marking quite so good a mileage per gallon, as another using a very much dearer spirit, will score.

The Royal Automobile Club has now opened, under the direction of a local manager, its own office at the Gare Maritime, Calais, in order to give every facility to members and associate members using the Dover-Calais service, special arrangements having been made to effect the speedy clearance of cars through the Customs, the provision of petrol, and so forth.

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COMMERCIAL VEHICLES
A TYPE FOR EVERY REQUIREMENT
For Passengers or Merchandise

TRUCKS
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FROM—
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BRITISH BUS FOR BRITISH COLONY

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THE HONGKONG & SHANGHAI HOTELS LTD.

SPARE PARTS
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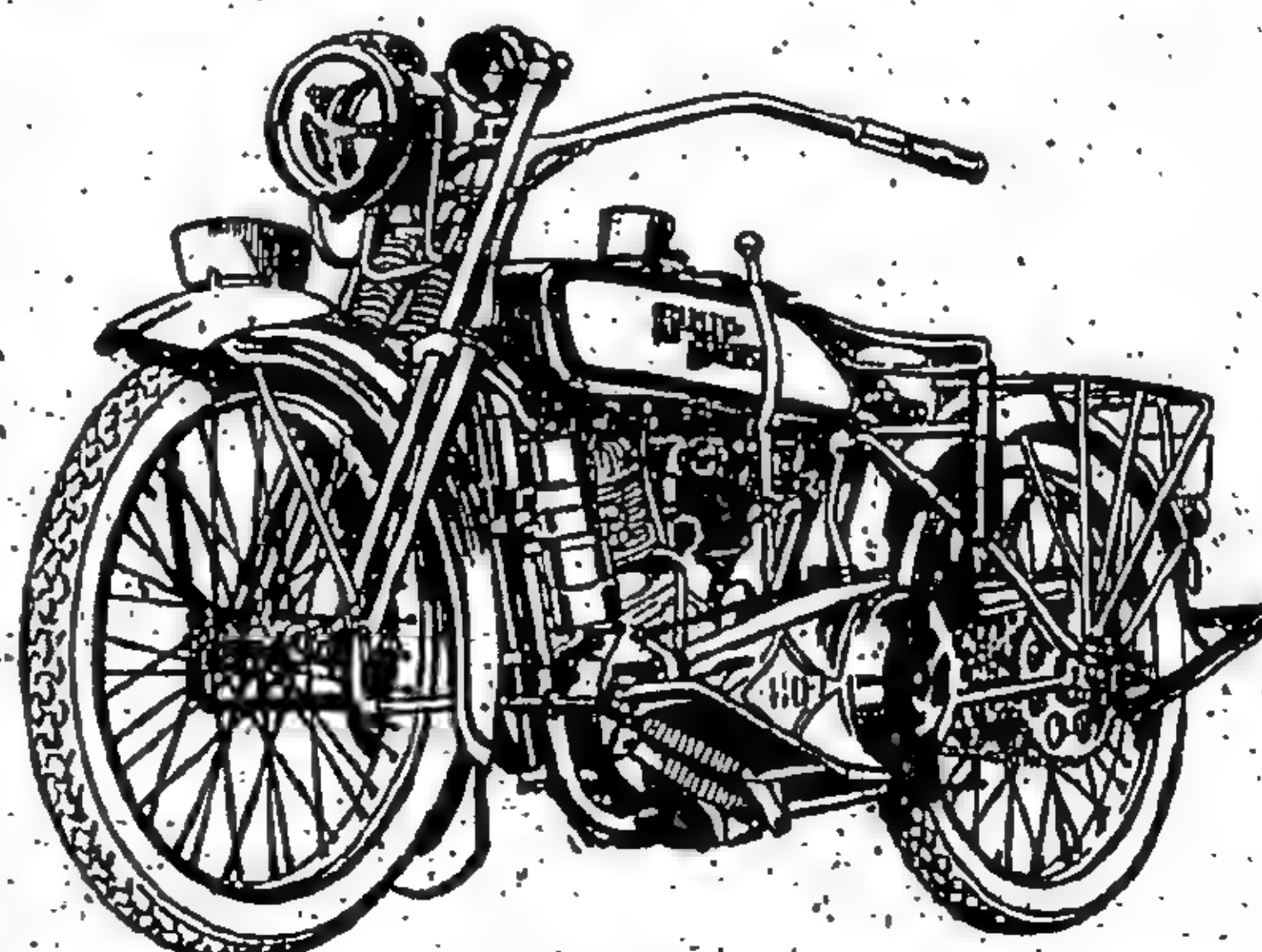
OTHER Motor Spirits, the world over, aim at being "as good as Shell"—a worthy compliment. You get more power and greater mileage to the gallon from Shell Motor Spirit, because it comes straight from nature rich in aromatics and naphthenes.

THE ASIATIC PETROLEUM CO. (SOUTH CHINA) LTD.

NOTICE TO ADVERTISERS.

Firms desiring to avail themselves of the publicity facilities presented through this supplement, are requested to send copy not later than the Wednesday preceding publication.

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If you think you need a new battery, let us look over your old one first. Perhaps we can make it serve you well for some time. Then, when you really do need a new storage battery, we have the right size and capacity Columbia for your car.

"Our service at your service"

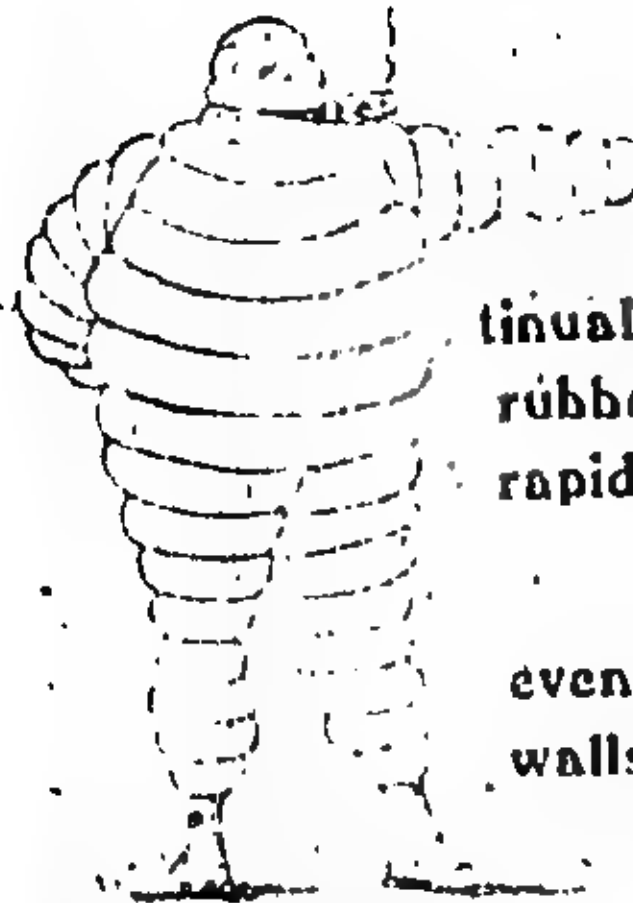
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HOW TO GET GOOD SERVICE FROM

MICHELIN TYRES



Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly—buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

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Reliability
Economy
Comfort



Cleanliness
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THE LIGHTWEIGHT MOTOR CYCLE WITHOUT A PEER

With the advent of the "NERACAR" and clean two-wheeled transportation, the best known families of Great Britain are taking to this economical and comfortable means of transportation. Prominent among English users are the following:

The Earl of Haddington M.C.

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The Rev. F. W. Hassard Short, M.A.C., T.A.

and many others too numerous to mention.

Her Grace the Duchess of Marlborough.

The Marchioness of Headfort.

The Lady Joan Wentworth Fitzwilliam.

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100 to 115 miles per gallon of gas. 35 miles per hour. This means safe, sane driving without speeding.

Free demonstration. Sold on easy terms.

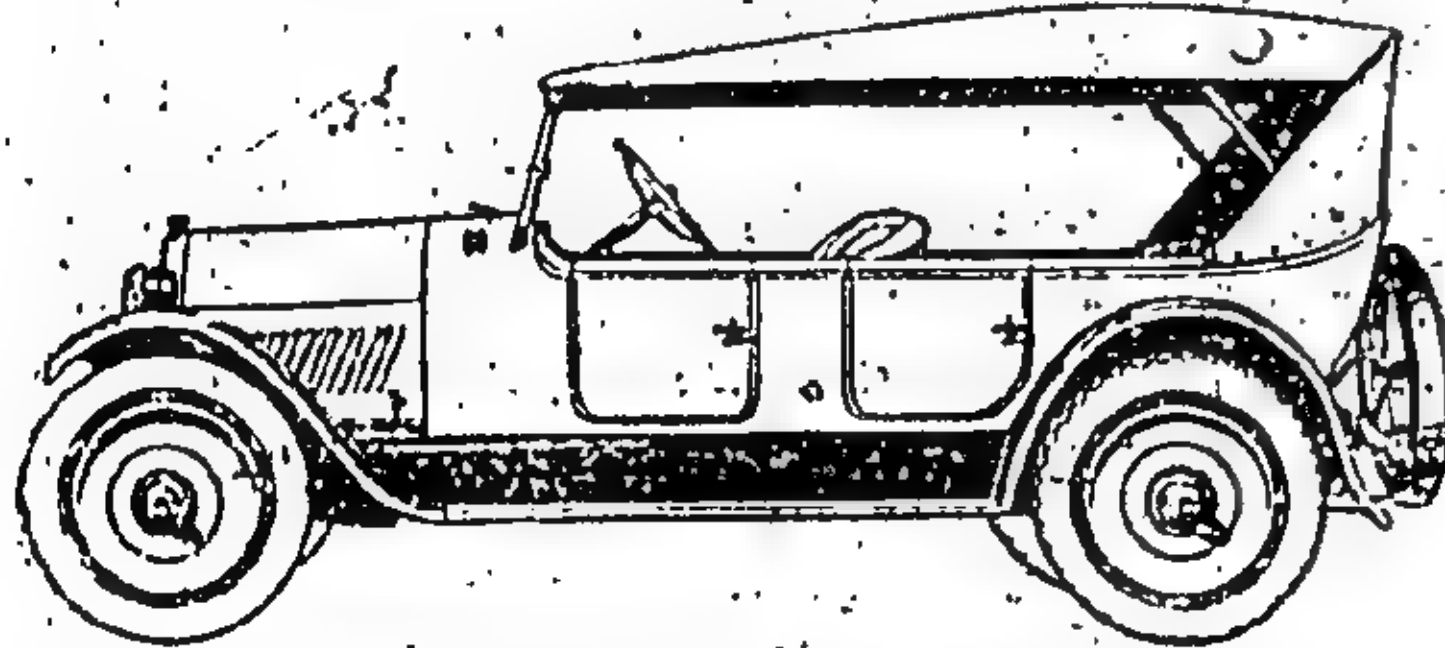
DE SOUSA & CO., LTD.

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Oldsmobile



Price \$2,500 fully equipped including Disc Wheels, Spare Cord Tyre & Tube, Double-Bar Bumper.

The Oldsmobile Four Cylinder Five Passenger Touring Car now sells at a price heretofore unknown in its class. It offers you a buying opportunity that you cannot afford to overlook.

CARROLL & CO.

Telephone Central 2491. Distributors.

A 40/50 h.p. Rolls-Royce car made the fastest time in the Bhor Ghaut hill climb in the Bombay to Poona Reliability Trial, climbing four miles with a rise of 2,000 ft. in 8 min. 25 sec., a fine performance in the climatic conditions.

Gasoline bought to-day is 20 per cent. better than that bought heretofore, according to tests made by the U. S. Bureau of Mines. It is due to greater skill and improved mechanical appliances in refining, says the experts.

Unless the bumper on your car is of the proper material and properly heat-treated, you may as well go without one. It has been found that if the bumper is too rigid, a collision may break the frame of the car. And if it's too frail, much damage may result.

BALLOON TYRES.

A GREAT DEVELOPMENT.

Motoring over rough roads without thought of the bumps, a sensation of really riding on air with the scenery floating past on a horizontal plane and greater realization of the "joys" of motoring—these dreams of the motorist are promised all car-owners by the Firestone Tyre and Rubber Co. of Akron, Ohio, U.S.A., which has just brought out on the market the "Balloon" Gum-Dipped Cord.

The balloon tyre gets its name from its shape, as it is considerably larger in cross-section than the ordinary tyre to which we are accustomed. Instead of being pumped up to a high pressure, it is run at only about half the air pressure now used. Every motorist knows that tyres give a more comfortable ride when they are not pumped up hard, and were it not for his knowledge of what it would do to them, every car owner would probably prefer to run with poorly inflated tyres. Because of the decreased vibration and greater satisfaction obtained, many motorists violate the rules of inflation and run their tyres soft. Unfortunately, running on pressures in any measure below those for which the tyre is designed, injures the tyre walls of the ordinary tyre.

The new Balloon tyre, developed and pioneered by the Firestone Company, gets around this difficulty and permits the use of pressures something less than half of those in common use to-day, because it is made up specially with thin-side walls which are not injured by the one thousand flexions per mile of travel which the side walls receive. The Balloon tyre is therefore run only semi-inflated, based on present standards, and absorbs without any injury to the tyre.

Not only is the low-pressure tyre comfortable for the passenger, but it is equally "comfortable" for the car. A million little jolts are swallowed up by the tyres every mile, without getting close to the car body. Thus car life is extended.

Skidding, according to users of the new Balloon tyre, is practically done away with. In another way danger is greatly lessened, as tests have proved that even at a rapid rate of speed a puncture or blowout with Balloons is safe, where with ordinary pneumatics the car would swerve and the occupants would be in danger.

The performance of Balloon tyres under average road conditions has, according to the claims of the manufacturers, proved that they possess a surprisingly great degree of ruggedness. For instance a four-ply, 7-1/2 inch test tyre gave out only after first worn through the breaker and three of the plies. Furthermore, it continued to run on the single remaining ply for a long distance before finally blowing out. Many of these tyres have run their entire life with no tread cuts whatsoever. There have been cases where Balloon tyres, after 7,500 miles of service, could have been washed up and sold as new tyres. It is even stated that these tyres have been run miles when flat, without damage to either the case or tube.

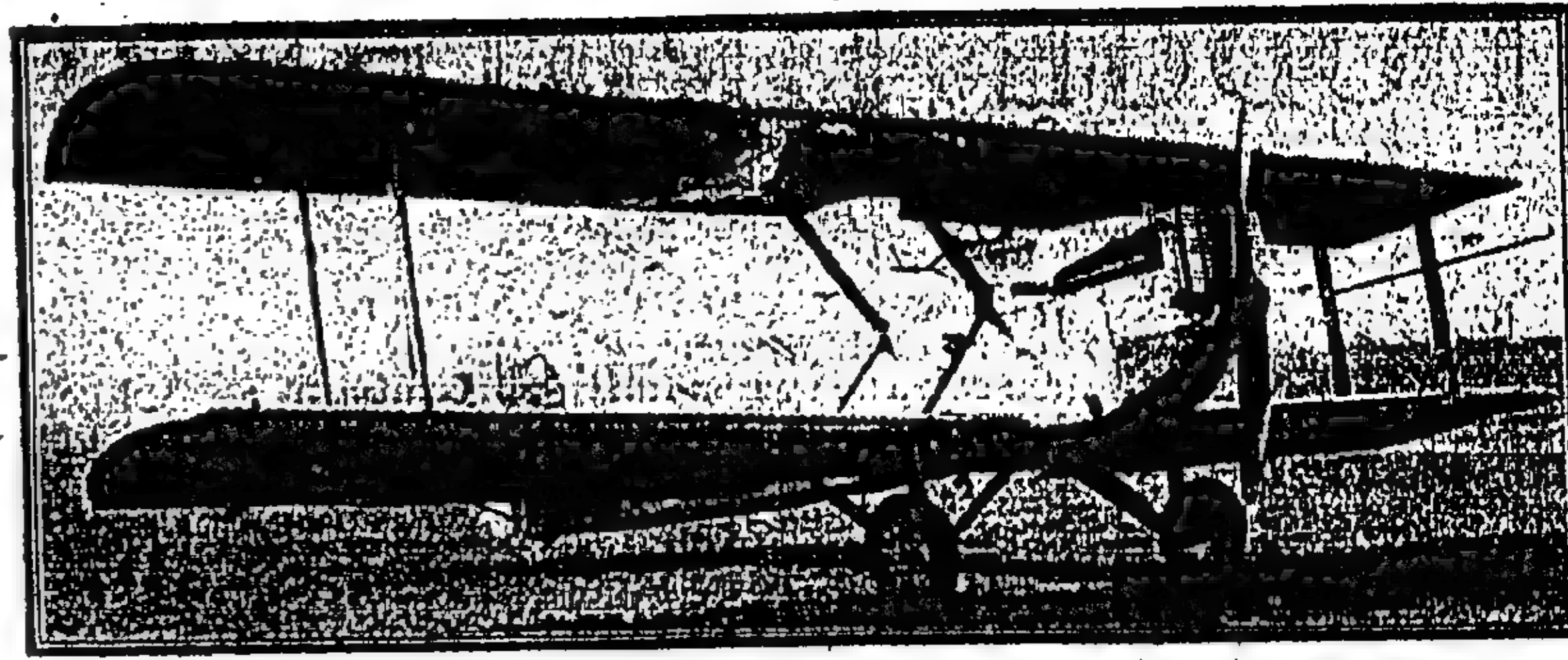
In applying the Balloon tyre it is necessary to make wheel changeovers—that is, apply different size wheels, as the inside diameter of the tyre and rim is necessarily smaller in order to give proper clearance and centre of gravity to the car. Firestone furnishes a wheel and rim to take the Balloon tyres, and it is expected that all inquiries can shortly be handled by the local Firestone distributors. The Dagon Motor Car Company, Ltd.

Instead of giving the car a grotesque appearance, these Balloon tyres actually add much to the motor car. They give the car the appearance of sturdy construction, make it look larger and more luxurious and set off the body lines in a distinctive fashion.

It is said that the Balloon tyre is one of the greatest improvements in the comfort, safety and economy of motoring since the invention of the pneumatic tyre. Its progress will be watched with considerable interest by all motorists.

Uniform signals using the primary colours, red, green and yellow, are recommended for traffic control by the special American Engineering Standards Committee, which has been studying the traffic problem.

FLYING ROUND THE WORLD.



This shows the type of machine in which the American aviators are attempting to fly round the world. It is known as the DW-C type, specially built by the Douglas Aeroplane Company, of Santa Monica, California, and is powered with standard Liberty engines. The wheels can be changed for floats, this converting the machine into a water-plane.

RESTRICTIONS ON MOTOR VEHICLES.

A Motor Vehicle Conference Committee representative of various automobile interests in America has been considering the restrictions imposed on mechanical road vehicles in that country in regard to size, weight, and speed. These restrictions have been imposed by the States or by municipal bodies to whom necessary powers have been delegated. As one consequence they are not uniform, and the Committee considers that uniformity is desirable.

The points discussed were whether the dimensions, speeds, and weights of motor vehicles and their loads should be reduced to the capacities of the weakest highways or whether all highways should be lifted up to a standard of improvement adequate to the swiftest loads that users of motor vehicles desired to place upon them. In the end the Committee took a middle course and made the following recommendation: That width including load, be permitted up to 95 in. (traction engines 118 in.); height including load, 12 ft. 6 in.; length, including load, single-vehicle 30 ft., vehicle and trailers 85 ft.

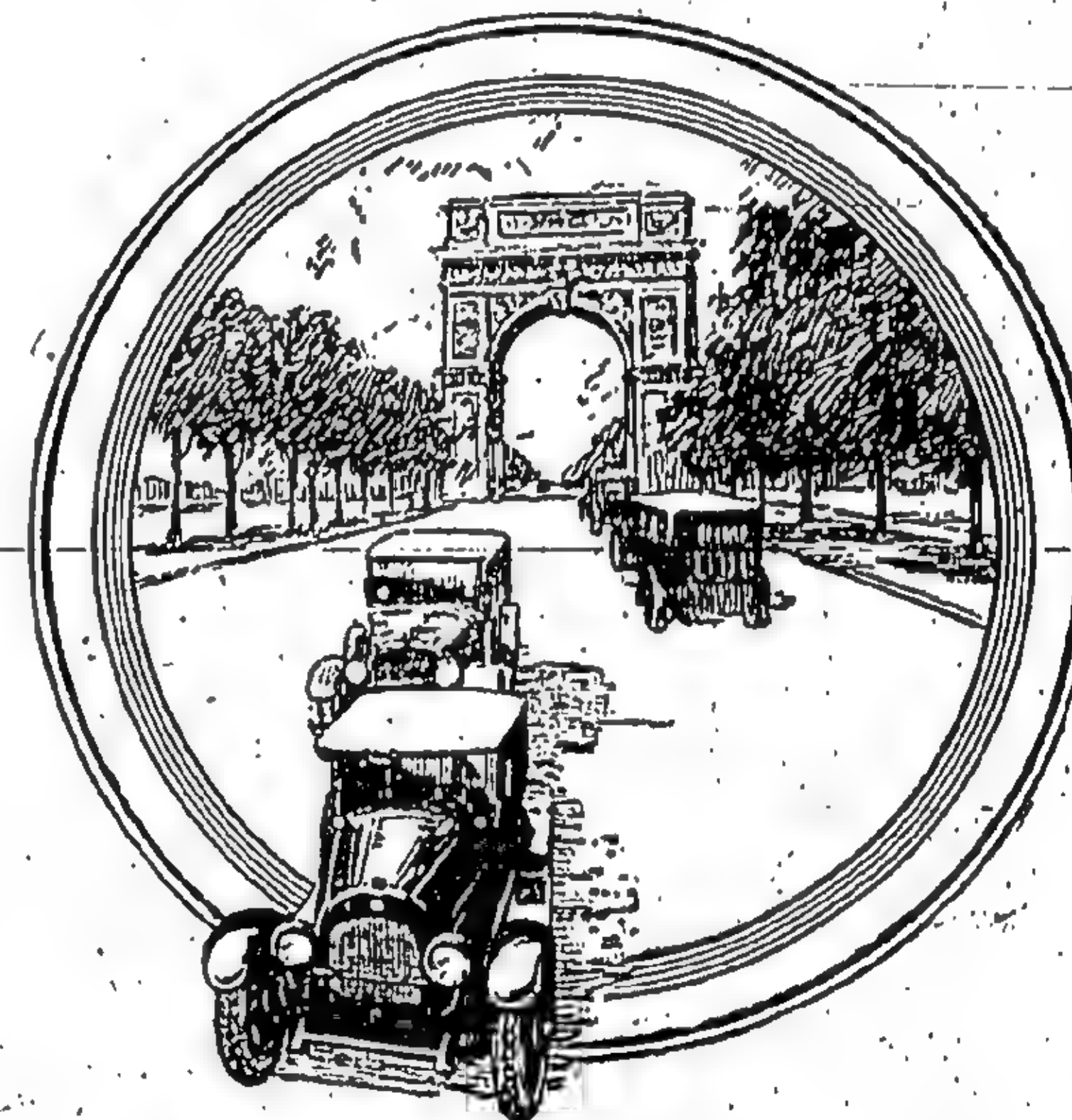
AN EPITAPH.

BY BERTON BRADLEY.

While driving to a dance,
He took a chance,
In passing on a curve
At sixty miles an hour,
He had the nerve,
His motor had the power—
He just scraped through.

He took another chance,
As people often do,
And cut across the road
A time or two,
And just scraped through.

Again he took a chance,
He figured in his mind
That he could beat a train
Across the crossing—
But he was wrong;
Bits of his car
Went tossing
For half a mile along
The railroad track;
His speedy hack
Was ruined,
You could see that at a glance,
He took a chance—
And never reached the dance.



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CINEMA NOTES.

CORONET'S FINE FILM.

Good movies are like good books—they can always hold the attention a second time. Judged by this standard, the film version of "The Hunchback of Notre Dame," now showing at the Coronet Theatre, is as great in its way as the famous novel itself. Presenting all the tenderness for sorrow and all the sympathy for affliction which Victor Hugo infused into his book, the picture also captures the imagination by its vivid action and its wonderful atmosphere. Watching the immortal story unfold in all its tender, poignant, stirring and exciting detail, the beholder sees before him Paris of the middle ages—Paris the gay and the profligate; Paris the evil and the cruel; Paris the gallant and the reckless; Paris the wonderfully picturesque, where lived the hunchback Quasimodo; climbing among the gargoyles of Notre Dame and ringing the great bells for joy and for sorrow and for praise. Never before has such a complete reconstruction of a great medieval city been presented, while rarely before has the screen, remembering all its greatest triumphs, ever seen finer artistry and finer staging than this picture presents. Alike for its wonderful story, its superb acting, and its truly magnificent setting, "The Hunchback of Notre Dame" takes forefront rank among the great screen classics of the day.

QUEEN'S THEATRE.

Flushed with triumph from the War, Oswald Lane trespasses on the sacred hearthstone on his sister-in-law's affection and misappropriating church funds but retrieves his honour by pluckily rescuing his little nephew who is trapped in a fire and then, quietly replacing the money. This is mainly the theme of "The Hero," the star attraction at the Queen's Theatre till Monday.

Barbara La Marr, who is usually associated with exotic characters and dressed in radiant metal-spun gowns, gives a likeable performance as a homely housewife and comes out with flying colours. Playing in the title role is Gaston Glass whom many will approve when they see the picture.

The orchestra is in capable hands. Possessing the splendid acoustic properties, the theatre is adequately equipped to cater for the most exacting musical tastes.

MODERN MAGIC.

There is a touch of the fairy tale in the appointment of Mr. James Brown, M. P., miners' agent, to be High Commissioner to the General Assembly of the Church of Scotland. He goes from his minor's cottage to live in Holyrood Palace during the congress, and will return to his minor's cottage when it is over. He will hear royal salutes fired in his honour, he will hold levees, and he will ride in the State coach. It sounds like an ecclesiastical version of Cinderella (not at all spoiled by the "Cincinnati" touch). And the Fairy Godmother is that wonderful old lady, the British Constitution.

TEASERS



—Add-a-Cat—
Here is a cat made up entirely of figures except for its whiskers, which do not count. It is a very old cat, and the total of all the figures it contains tells its age—but is, the age of all its nine lives combined.
Take a pencil, or use the tip of your finger, and run over the form of the cat. That is, count each figure that appears in its head, body and tail. Take plenty of time, but do not cross the figures as you go along. Do not worry yourself about it; try to make a good estimate of the total inside of three minutes. Try this "teaser" on your friends, and see how widely the totals differ. Then look for tomorrow's backup, and find out all about it!

Yesterday's Teaser
The following letters appeared in the drawing: B, J, O, U, J, K, R, L, Q, F, C, D, N, P, X; 10 in all. To discover all 10 is exceptional; 14 is very good; 12 is average; less than 10 is poor.
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THE FUTURE LIFE: I.

By the Rev. G. R. Lindsay, M. A.

Man has discovered many to be compared to the waste of secrets. He has conquered the creative power in making beings, discovered the corners of like ourselves to rot in the earth, explored the jungle, climbed the mountains. But death holds its secret still. It can only be completely solved by dying. Yet,

Still amid the darkness
I feel that light is near,
And in the awful silence
God's voice I seem to hear.

The belief (right or wrong for the moment) in a future life is at the heart of all religions. Without it, religion would cease to be. Nothing but the clear certainty that there is a life to come, will satisfy. The death of every dear one compels us to ask if the separation is for ever, and if the hope of reunion is hollow mockery and vain. Is the grave in yonder cemetery, or the watery deep, the grand finale to noble youth or splendid age? Or, if we nerve ourselves to heroic living and maturity of character, are we to be snuffed out like a candle at the last?

Have we any right to cherish the belief that if a man die he shall live again? Yes, I believe we have, and for three main reasons.

The first reason is based on the nature of man—what we may call the human argument. Man being what he is, endowed with gifts of reason, will and conscience and love, demands immortality. Our endowments are altogether out of proportion to a life of three score years and ten. Pietro, the tyrannical Duke of Florence, in one of his capricious moods ordered Michael Angelo to mould a statue of snow—a statue that the warmth of an Italian sun would dissolve in a single day. What waste of artistic skill! But that is nothing

to be compared to the waste of creative power in making beings, discovered the corners of like ourselves to rot in the earth, explored the jungle, climbed the mountains. But death holds its secret still. It can only be completely solved by dying. Yet,

Many of our best qualities—forgiveness, sympathy, contentment—are the fruit of protracted discipline. And shall our existence terminate just when we are most fitted to apprehend it? Shall the beginning of our success be the signal for our extinction? God, surely, cannot have endowed us with faculties entirely out of keeping with our fate. Unless our existence is going to turn out an astounding and appalling fiasco it must be continued beyond the grave.

Take conscience, for instance. Conscience bids us to aim at perfection, and perfection is not to be reached on this earth. If, therefore, this life be the only one for us, we are over-weighted in our moral nature. But men are moral beings, not savage beasts of instinct only. As soon as we arrive at conscious reflection, we hear the call of the Moral Law: "Thou Shalt." But this also implies "Thou Canst"—i.e. what I ought to do I can and must do. How many have fulfilled the law? It is infinite. Even St. Paul said: "I count myself to have . . . but I press on." If, then, the law is infinite, man needs infinite time to fulfil it. Conscience needs immortality.

But deep down in their hearts men have believed and do believe in infinite time, and have therefore set themselves tasks they know they could never accomplish in this life. Do we capricious moods ordered Michael Angelo to mould a statue of snow—a statue that the warmth of an Italian sun would dissolve in a single day. What waste of artistic skill! But that is nothing

EARLIER TELEGRAMS.

POLITICS AT HOME.

London, May 2.

Evidence was afforded of the divergence of opinion among individual members of political parties on the subject of proportional representation during the debate on the second reading in the House of Commons of the Bill seeking to apply a modified system to British elections.

The Liberal, Mr. Rendall, moving the second reading, pointed out the striking anomalies in the way of representation in connection with the recent general election. He said the Bill provided for combining constituencies to return a minimum of three and maximum of seven members. The parties in the constituencies would be represented proportionately to the total votes cast for their parties.

Replying to an objection that the scheme would mean that the Government majority would be small, the mover cited the present position of the parties as evidence of instability.

The Conservative Mr. Sam Roberts seconded the motion. Mr. Rendall explained that in sparsely populated areas the Bill proposed to continue the present system without compulsory proportional representation, and with the alternative vote instead of proportional representation.

The Duchess of Atholl (Conservative) moving the rejection, objected to this dual system as thoroughly contradictory. The Bill would not guarantee the minority and would not secure the majority, as occurred when the Labour Government was returned at the Queensland elections in 1920 and in the result of the Australian Senate election in 1922. She objected that proportional representation meant unwieldy areas and loss of personal touch.

Mr. Herbert Morrison, Labourite, seconded the rejection.

MORAL: GET EXERCISE!

One day, when Mr. Mann, of Kowloon, was feeling out of sorts, he dropped into a lift to the doctor.

The man of medicine was pretty shrewd and he handed it to Mr. Mann rather straight:

"The trouble with people like you is that they'd rather play cards than tennis. Cards are all right, but when you can rest them on your stomach it's time to get busy with a racket."

It's pretty nice to have plenty to eat and drink and sit around most of the night and accumulate avoirdupois, but let something happen and we find the heart beating 200 times to the minute and the breath coming at 50 every 60 seconds.

What are you going to do, one of these days, when a fever catches you? Sickens means increased work for the heart, and it's better to have solid muscle than soggy fat around it.

Can you breathe deeply and regularly? Well, the thin and well-muscled man can. His heart is beating regularly and has strength.

The moral is this: Don't be a gorged snake lying in the sun. GET EXERCISE!



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PATHE REVIEW.

EARLIER TELEGRAMS.

BOLSHEVIK ASSISTANCE FOR ASIATICS.

London, May 2.

According to reports from Moscow, Trotsky, in a speech there, declared that Russia wanted to help the Chinese and other Eastern peoples to win the liberty which the Soviets had fought for and won.—Reuter.

THE WORLD FLIGHTS.

Chinlik, May 2.

Despite search by all available vessels, no trace of Major Martin has been found, but it is hoped that he has taken refuge in one of the numerous coves along the desolate Alaskan coast.—Reuter's American Service.

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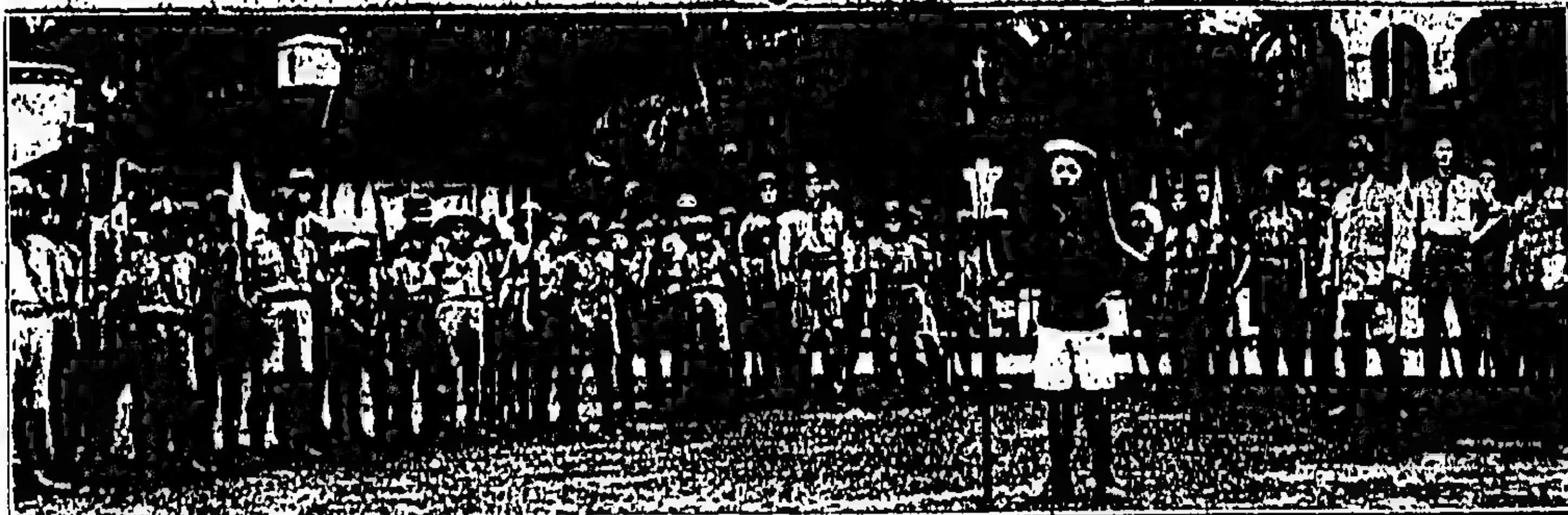
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CAMERA NEWS.



Boy Scout first-aid demonstration at Govern-
ment House. (Photo: Ming Yuen).



Boy Scouts with Prince of Wales banner at Government House. The Deputy Commissioner (Mr. C. Champkin) is seen on right. (Photo: Ming Yuen).



Party at Government House watching Girl
Guides marching past. Lady Stubbs is seen taking
the salute. (Photo: Ming Yuen).



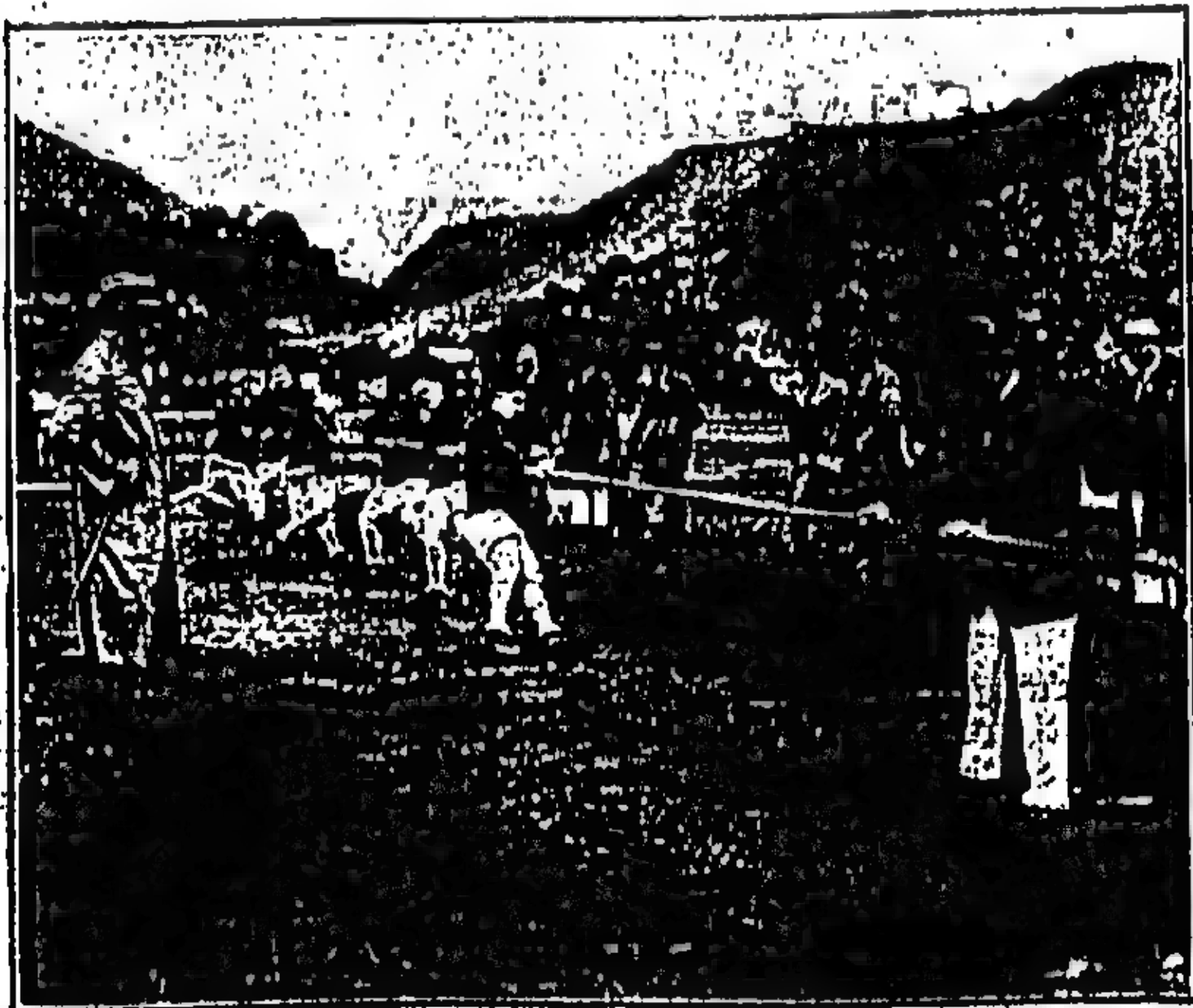
Lady Stubbs and Sir Claud Severn inspecting Girl Guides at Government House. (Photo: Ming Yuen).



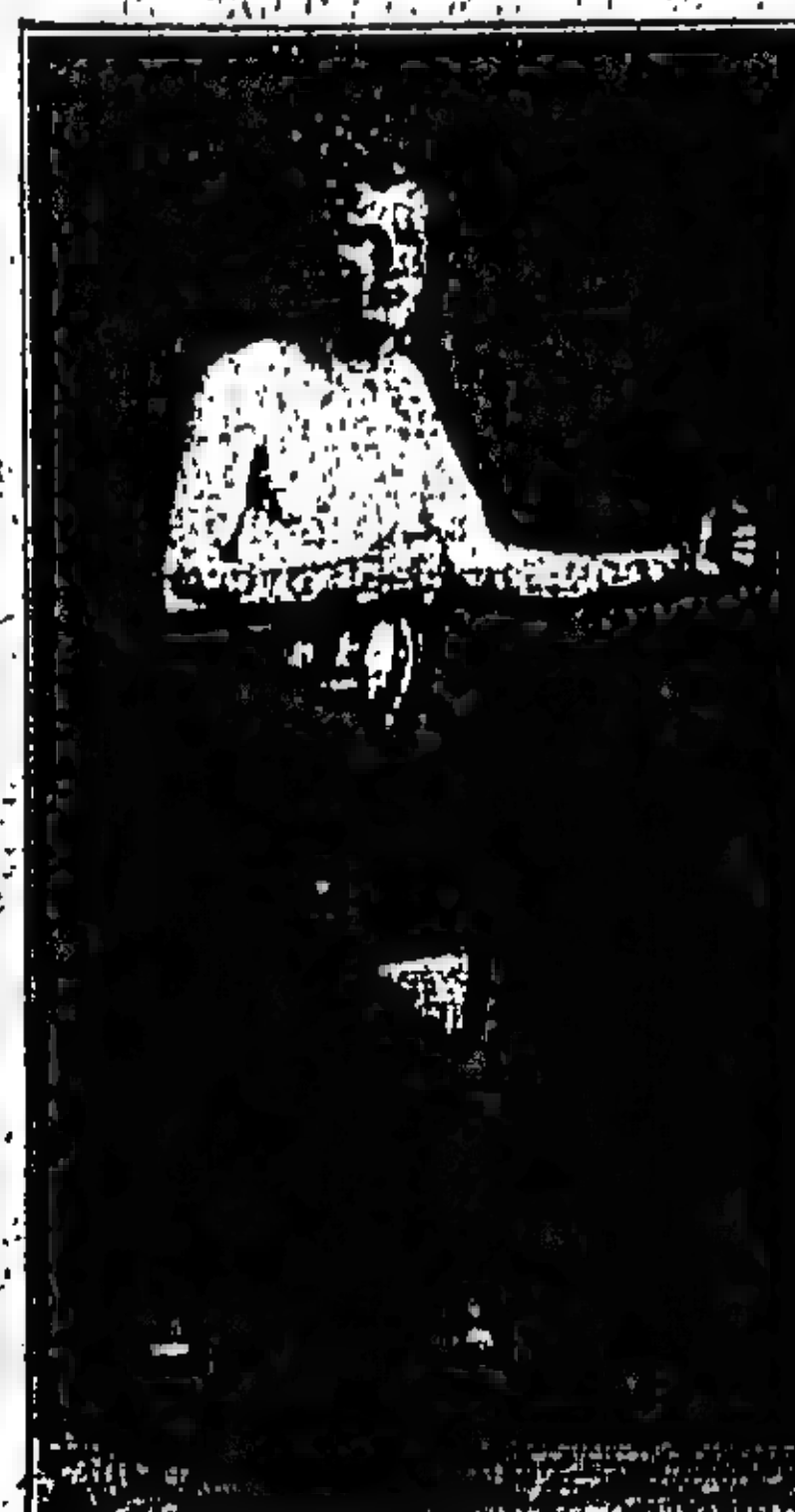
Group taken at the closing shoot of the Talkoo Rifle Club. (Photo: Ming Yuen).



H. E. the Governor at V.R.C. sports. On his right is
Mr. Justice Gompertz, whilst on his left is Mr. Gaisford
St. Lawrence, A.D.C. (Photo: Ming Yuen).



Tug-of-war at the V.R.C. sports at Happy Valley.
(Photo: Ming Yuen).



Bombardier Barton, R.G.A.,
Colony's heavyweight champion.
(Photo: Mao Cheung)



Boy boxers from St. Joseph's College, winners of challenge
cup at V.R.C. tournament, presented by Messrs. W. S. Bailey
and A. M. McKirdy. With them is their trainer, Drill
Instructor Hunt. (Photo: Ming Yuen).

EXCHANGE.

(Opening Rate closing Rate on Page 1.)
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Demand Hongkong 2/4 1/2	2/4 1/2
50 d/s Hongkong 2/4 1/2	2/4 1/2
T/T India 2/4 1/2	2/4 1/2
Demand India 2/4 1/2	2/4 1/2
50 d/s India 2/4 1/2	2/4 1/2
T/T Java 2/4 1/2	2/4 1/2
Demand Java 2/4 1/2	2/4 1/2
50 d/s Java 2/4 1/2	2/4 1/2
T/T Manila 2/4 1/2	2/4 1/2
Demand Manila 2/4 1/2	2/4 1/2
50 d/s Manila 2/4 1/2	2/4 1/2
T/T Cebu 2/4 1/2	2/4 1/2
Demand Cebu 2/4 1/2	2/4 1/2
50 d/s Cebu 2/4 1/2	2/4 1/2
T/T Batavia 2/4 1/2	2/4 1/2
Demand Batavia 2/4 1/2	2/4 1/2
50 d/s Batavia 2/4 1/2	2/4 1/2
T/T London 2/4 1/2	2/4 1/2
Demand London 2/4 1/2	2/4 1/2
50 d/s London 2/4 1/2	2/4 1/2
T/T Paris 2/4 1/2	2/4 1/2
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Hong ong, May 3 1924.								

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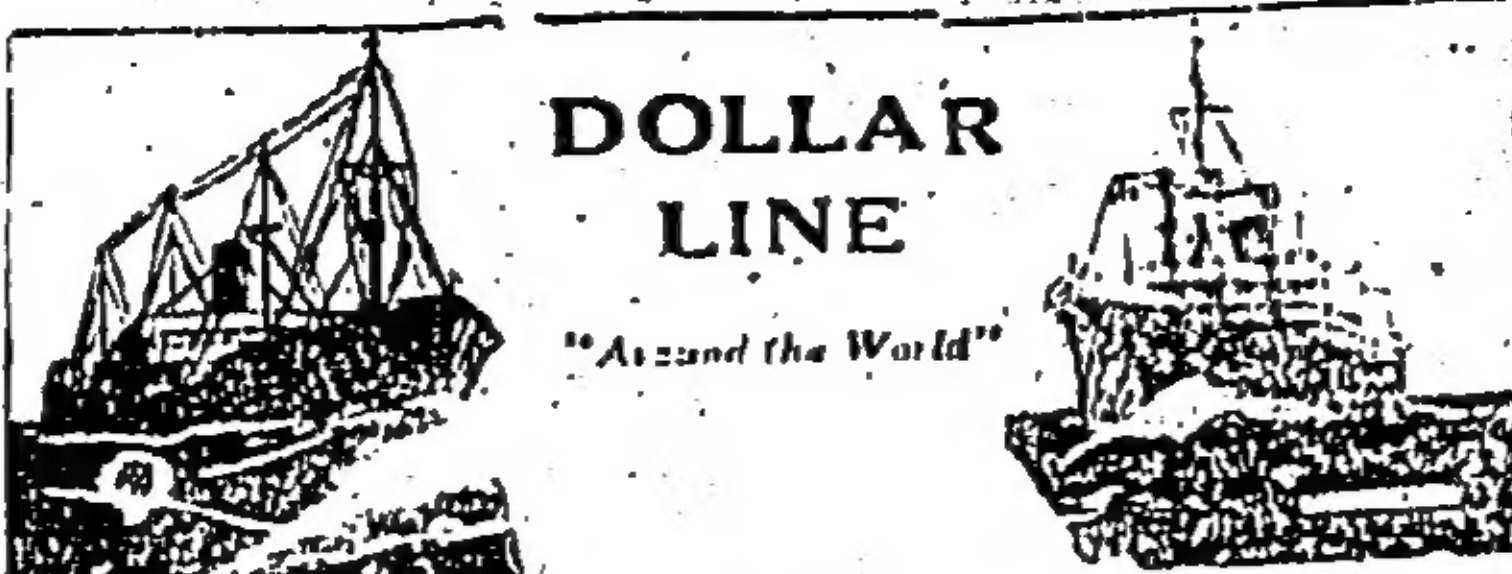
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LONDON SERVICE

Ship	Departure
"EUMAEUS"	5th May London, Rotterdam & Hamburg
"HELENUS"	12th May London, Rotterdam & Antwerp
"PATROCLOS"	19th May Marseilles, London & Rotterdam
"AUTOLYCUS"	26th May London, Rotterdam & Hamburg

LIVERPOOL SERVICE

Ship	Departure
"RHESUS"	20th May. Genoa, Liverpool & Glasgow
"CALCHAS"	1st June. M'les, Havre, Liverpool & Glasgow
"NINGCHOW"	20th June. Genoa, M'les, Liverpool & Glasgow

PACIFIC SERVICE

Ship	Departure
"TYNDAREUS"	5th May. Victoria, Seattle & Vancouver
"PROTHILAUS"	23rd May. Victoria, Seattle & Vancouver

NEW YORK SERVICE

Ship	Departure
"OANFA"	21st May via Suez & Boston
"DIOMEDES"	11th June via Suez & Boston
"MENELAUS"	21st June via Suez & Boston

PASSENGER SERVICE.

Ship	Departure
"MENTOR"	15th May. for Shanghai
"PATROCLOS"	19th May. for Singapore, Marseilles & London
"MENTOR"	16th June for Singapore, Marseilles & London
"ANCHISES"	14th July for Singapore, Marseilles & London
"TEIRESIAS"	11th Aug. for Singapore & London

For Freight and Passage Rates and all information Apply to:-

BUTTERFIELD & SWIRE

AGENTS

SERVICE TO NEW YORK.

NEW YORK and or BOSTON via PANAMA.

For freight, space and particulars apply to

BARBER STEAMSHIP LINE, INC.

ADMIRAL ORIENTAL LINE.

AGENTS

4, Des Vaux Rd. C. H.K. & S'hai Bank Bldg. Ground Floor. Telephone Central 2477 & 2478.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.
EXPRESS FREIGHT SERVICE

Ship	Departure
U.S.S.B. "West Chupaka"	Due Hongkong 22nd May
U.S.S.B. "West Farallon"	Leaves Hongkong 24th May
U.S.S.B. "West Farallon"	Due Hongkong 8th June
U.S.S.B. "West Farallon"	Leaves Hongkong 12th June

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS, THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

To San Francisco Direct.

Ship	Departure
U.S.S.B. "Las Vegas"	Due Hongkong 3rd May.
U.S.S.B. "Las Vegas"	Leaves Hongkong 6th May.
U.S.S.B. "West Carmona"	Due Hongkong 20th May.
U.S.S.B. "West Carmona"	Leaves Hongkong 23rd May.

For Manila, Cebu & Zamboanga.

Ship	Departure
U.S.S.B. "West Montop"	Due Hongkong 8th June
U.S.S.B. "West Montop"	Leaves Hongkong 10th June

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

For Full Information apply to

L. EVERETT, 1st Floor Queen's Building. Phone Central No. 3008.
General Agent for Japan-China-Philippines. G. P. BRADFORD, Res. Agent. Indo-China-Straits & Java.

CONSIGNEES.

NOTICE TO CONSIGNEES.

The Steamship "PRES. POLK" having arrived from New York via ports, on April 28th 1924 Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on May 3rd 1924 by the Company's Surveyors, Messrs. Carmichael and Clarke.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on the after May 5th 1924 will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

DOLLAR STEAMSHIP LINE.
4, Des Vaux Road.
Hongkong, 28th. April 1924.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M/S "AFRIKA"

having arrived, Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 8th. of May, 1924 will be subject to rent.

All Broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined by Messrs. Goodard & Douglas on the 8th. of May, 1924, at 10 a.m.

All claims against the vessel must be presented to the Underwritten before the 11th. of May, 1924, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JOHN MANNERS & CO., LTD.

Agents.

MASSAGE HALL

MRS. S. UZUNOYE.
Expert, Massage
87 Queen's Road Central
Tel. 710

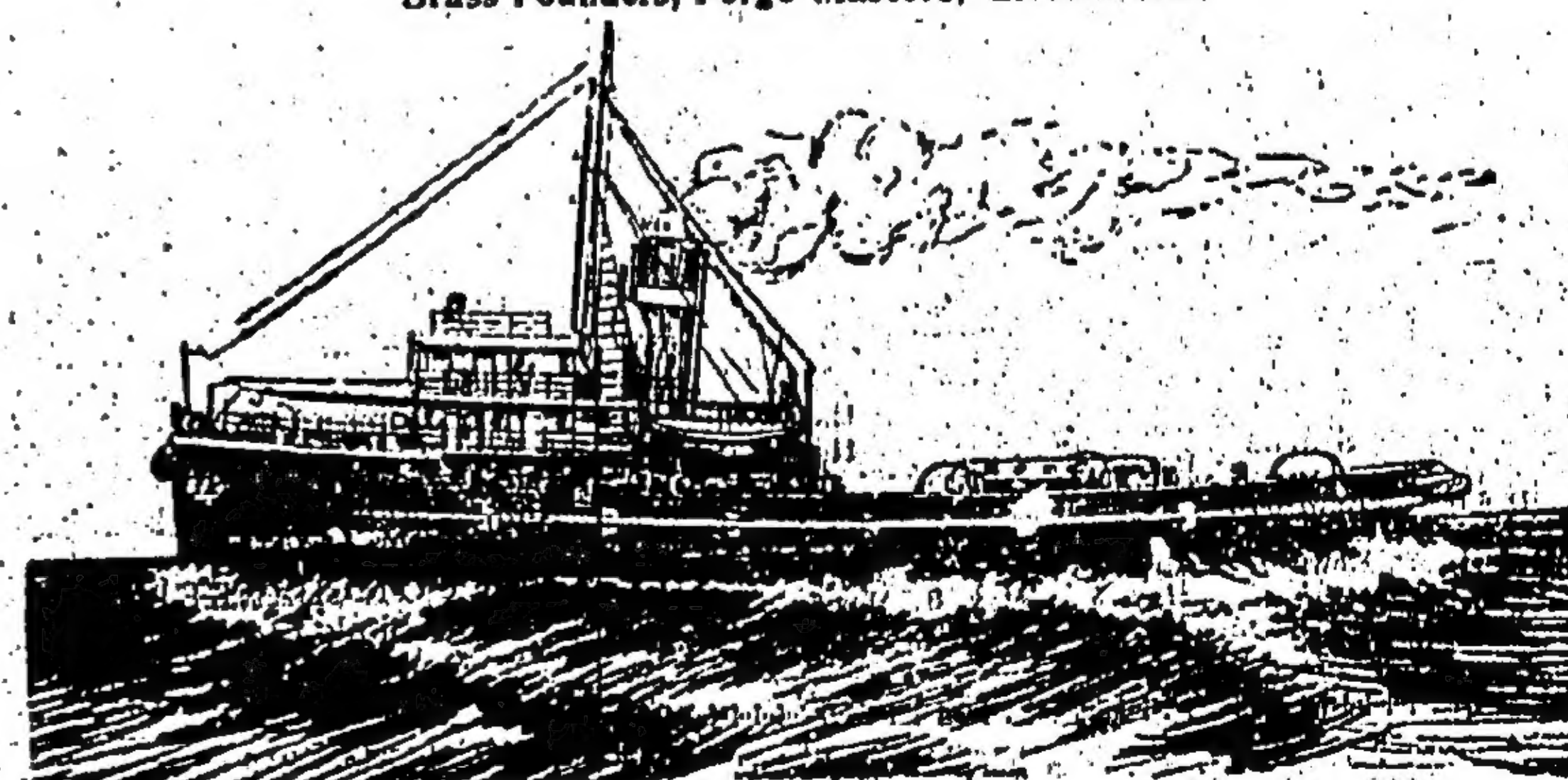
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Cable Address: A1, A.B.C. Fifth Edition, Engineering, First and Second Edition;

Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong or their own service, 1921. Length 166' B.P., Breadth 34' (m) Depth 17' (m) T.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager.

M. DYER, E. SC. MINA, Kowloon Dock, Hongkong.

Shipping to Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including, New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc. PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
KALYAN	9,118	3 May, noon	M'los, London & Antwerp
NIZAPOR	6,715	16th May	S'pore, Colombo & Bombay
PLASSY	7,426	17th May	M'los, London & Antwerp
KASHMIR	8,963	24th May	M'los, London & Antwerp
SICILIA	6,813	29th May	S'pore, P'ang, C'ho & B'bay
NAGPORA	5,283	26th May	S'pore, Colombo, Bombay
KHIVA	9,097	31st May	M'los, London & Antwerp
KASHGAR	8,840	14th June	M'los, London & Antwerp
SOUDAN	6,696	23rd June	S'pore, P'ang, C'ho & B'bay
MOREA	10,911	28th June	M'los, London & Antwerp
KARWALA	9,098	12th July	M'los, London & Antwerp
SICILIA	6,813	22nd July	S'pore, P'ang, C'ho & B'bay

BRITISH INDIA-APCAR SAILINGS (South)

FANDA	6,956	5 May, 1 p.m.	S'pore, Penang & Calcutta
TAKADA	6,949	25th May	S'pore, Penang & Calcutta
TORILLA	5,205	13th June	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	28th May	Manila, S'kan, Thursday Is.
ARAFURA	6,000	2nd July	Townsville, B'bane, Sydney
ST. ALBANS	4,500	30th July	S'pore, Melbourne

Frequent connection from Australia with the following:-
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch service of steamers to London via the Cape.
The New Zealand Shipping Co.'s steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KHIVA	9,097	4 May, 5 p.m.	Shanghai, Moji & Kobe
TAKADA	6,949	5th May	Moji & Kobe
SICILIA	6,813	16th May	Shanghai
KASHGAR	8,840	16th May	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & Co.,
Agents.
12, Des Vaux Road, Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.**HOMEWARDS.**

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENAMOI	7th May	GLENGARRY	7th June
GLENAP	19th May		
CARHARTHENSIRE	30th May		

Movements are subject to change without notice.
For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.**THE GLEN LINE, LTD.**

Telephone Central No. 215, sub-ex. 23 and 3696.

ASUTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leave H'kong for M'la, S'kan, Thurs. Is. & A'lian Ports
CHANGSHA	23rd May	28th May

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.
(JOHN SWIRE & SON, LTD.)
Agents.

Telephone Central No. 36.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. \$405, G. \$420, G. \$440.

SHIZUGAKA MARU ... Wednesday, 14th May, at 11 a.m.

YOKOHAMA MARU ... Wednesday, 28th May, at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

KATORI MARU ... Wednesday, 7th May, at 11 a.m.

ATSUTA MARU ... Tuesday, 20th May.

HAMBURG via LONDON & ROTTERDAM.

LYONS MARU ... Tuesday, 20th May.

LIVERPOOL via MARSEILLES & VALENCIA.

TAMBA MARU ... Tuesday, 13th May.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Monday, 26th May, at 11 a.m.

TANGO MARU ... Wednesday, 18th June, at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TOBA MARU ... Saturday, 3rd May.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... Thursday, 8th May.

(Calling Delagoa Bay & Port Elizabeth).

BOMBAY via Singapore & Colombo.

NAGATO MARU ... Saturday, 10th May.

HAKODATE MARU ... Friday, 23rd May.

CALCUTTA via Singapore, Penang & Rangoon.

OSAKA MARU ... Tuesday, 6th May.

AKITA MARU ... Tuesday, 20th May.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 15th May.

SHANGHAI, KOBE & YOKOHAMA.

DAKAR MARU ... Monday, 5th May.

HAKONE MARU ... Monday, 5th May.

TAMBA MARU ... Monday, 12th May.

For further information apply to—

NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422.

Y. YAMAMOTO, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "DACE CASTLE" Sailing on or about 6th May.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUME).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "DUCHESSA D'AOSTA" Sails about 4th May.

S.S. "SILVIO PELLICO" Sails about 1st June.

S.S. "NIPPON" Sails about 3rd June.

S.S. "ROSANDRA" Sails about 3rd July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "FUME-L" Sails about 8th May.

S.S. "NUMIDIA" Sails about 11th May.

S.S. "ASSUA" Sails about 4th June.

S.S. "DUCHESSA D'AOSTA" Sails about 7th June.

S.S. "SILVIO PELLICO" Sails about 4th July.

S.S. "NIPPON" Sails about 8th July.

S.S. "ROSANDRA" Sails about 7th Aug.

* Cargo only.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.,

Telephone Central 1030.

Agents.

ELLERMAN &

BUCKNALL

STEAMSHIP

COMPANY, LTD.

Projected sailings from Hongkong
Subject to alteration.

Kosmo 13th May London, Rotterdam & Hamburg.
City of Athens 13th June M'los, London, R'dam & Hamburg

PASSENGER SERVICE.

City of Lahore 26th Oct. Shanghai & Japan
City of Lahore 7th Dec. Marseilles, London, etc.

FARES TO LONDON.

Single 1st Class A £92, B £84, 2nd Class A £62, B £56.
Return 1st Class A £161, B £147, 2nd Class A £108, B £98.

Cargo Steamers Saloon Passage £62.

For further particulars apply to

HOLYOAK MASSEY & CO., LTD.

CANTON.

THE BANK LINE, LTD.

Tel. Central 780

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
MANILA	Yuen-sang	Sat. 3rd May at 11 a.m.
TIENTSIN	Walshing	Tues. 6th May at noon
BANGKOK via Swatow	Hansang	Tues. 6th May at noon
SANDAKAN	Hinsang	Tues. 6th May at 1 p.m.
STRAITS & Calcutta	Laisang	Wed. 7th May at 7 a.m.
T'AO via S'ow & S'hai	Mingsang	Wed. 7th May at 7 a.m.
SHANGHAI via Swatow	Chongsang	Fri. 9th May at 7 a.m.
MANILA via Amoy	Sulsang	Sat. 10th May at 11 a.m.
SHANGHAI via Swatow	Kwongsang	Sun. 11th May at 7 a.m.
HAIPHONG via Hoihow	Leesang	Sun. 11th May at 10 a.m.
T'AO via S'ow & S'hai	Taisang	Wed. 14th May at 7 a.m.
BANGKOK via Hoihow	Chunsang	Fri. 16th May at 10 a.m.
KOBE via S'hai & Moji	Fooksang	Tues. 20th May at 10 a.m.
STRAITS & Calcutta	Hosang	Wed. 26th May at 3 p.m.

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation—are fitted with Electric Light & Fans & carry a fully qualified surgeon. Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Laisang" will be despatched on or about Wednesday, 7th May at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,
(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haining	W. C. Passmore	TUES., 6th May at 5 p.m.
Haiphong	Ellis Walker	FRI., 9th May at 4 p.m.
Haifong	W. S. Turnbull	TUES., 13th May at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas LaPrak & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 8th May.

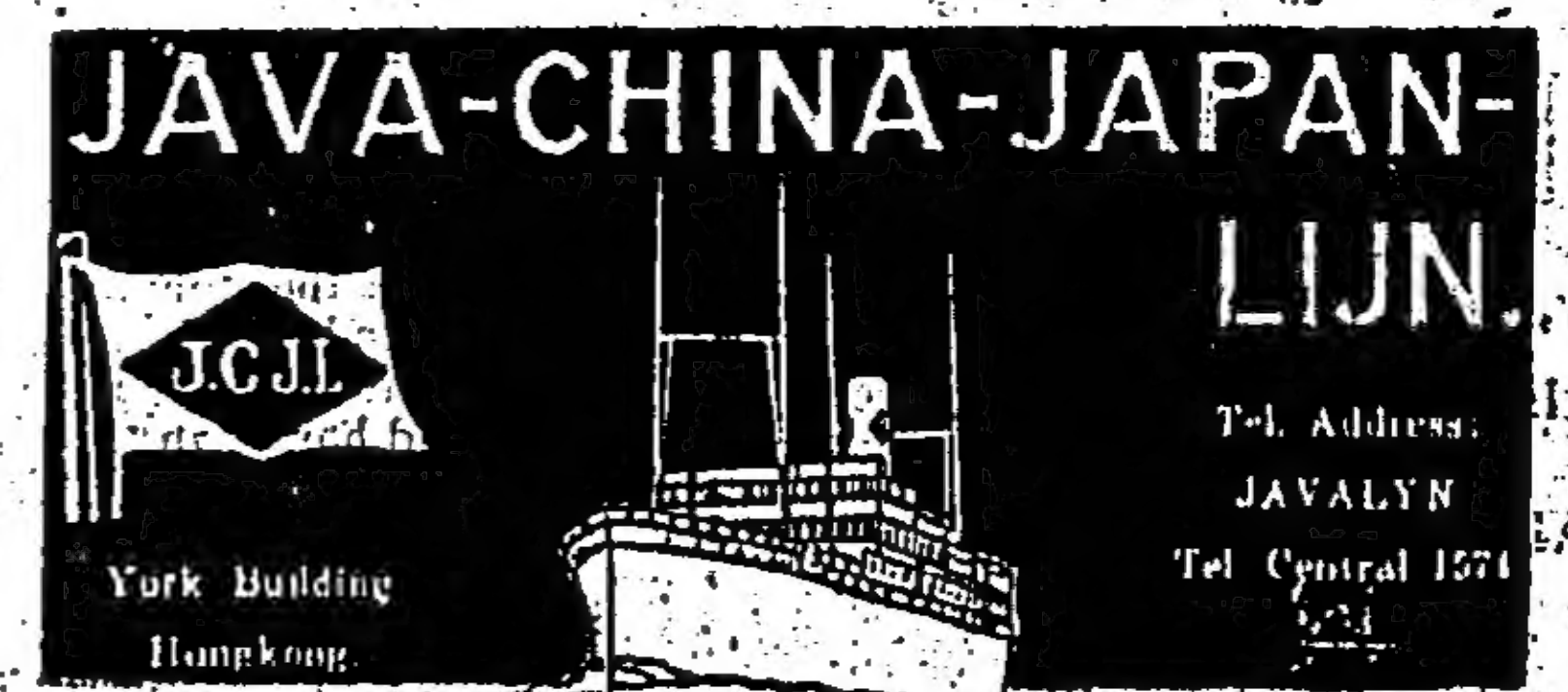
SINGAPORE, PENANG & BELAWAN DELI DIRECT.
Offers excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraph.

1st CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents—**JAVA CHINA JAPAN LIJN,**

Telephone Central No. 1574. York Building, Charter Road.



REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjikembang	Java	In port	3rd May	Danli
Tjileboet	Japan	7th May	9th May	M'sar & S'hai
Tjimanoeck	Shanghai	8th May	12th May	Batavia
Tjibodas	Java	10th May	12th May	Shanghai
Tjisondari	Java	18th May	21st May	Shanghai
Tjikini	Java	22nd May	24th May	Japan
Tjibodas	Shanghai	23rd May	25th May	Batavia
Tjitaroen	Japan	25th May	27th May	M'sar & S'hai
Tjikembang	Shanghai	27th May	29th May	Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS LIMITED.

From ANTWERP LONDON AND STRAITS.

The Steamship "BENVORLICH"

CONSIGNEES OF Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 6th May will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 14th May, or they will not be recognized.

All broken, chafed and damaged goods are to be left in the godowns where they will be examined on the 6th May, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-sighed by

GIBB, LIVINGSTON AND CO., LTD.,

Agents.

Hongkong, 30th April, 1924.

NOTICE TO CONSIGNEES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

S.S. "COMMISSAIRE RAMEL" Consignees of Cargo from Antwerp, Middlesborough, Manchester, London &c., also cargo ex s/s "Chef Meunier Mailhol" from Havre, Cognac &c.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Bills of Lading will be counter-sighed by the Undersigned, Goods remaining unclaimed after the 6th May 1924, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 9th May 1924, or they will not be recognized.

All damaged packages will be examined on Tuesday the 6th May at 10 a.m. by Messrs. Goddard & Douglas.

No Fire insurance has been effected.

R. RODENFUSER,

Acting Agent.

Hongkong, 29th April, 1924.

NOTICE TO CONSIGNEES

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship "ANDRE LEBON"

Consignees of Cargo from Marseilles, &c.

In connection with above steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Bills of Lading will be counter-sighed by the Undersigned, Goods remaining unclaimed after the 5th May 1924, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 8th May 1924, or they will not be recognized.

All damaged packages will be examined on Monday the 5th May 1924 at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,

Acting Agent.

Hongkong 28th April 1924.

MASSAGE HALL

25 WYNDHAM STREET

Mrs. H. MORITA.**Mr. H. MORITA.**

HOTELS.

THE HONGKONG
HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL;
GRAND HOTEL KALEE; MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS,
LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Ltd., Peking.

KOWLOON HOTEL.
THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room & Saloon Bar.
Electric Lift and Telephone to each Floor.
Tels. K.608 and K.609. Cable address:—KOWLOTEL, Hongkong.
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address: "VICTORIA,
J. WITCHELL,
Manager."

THE EUROPE HOTEL.

SINGAPORE.
DANCING AFTER DINNER.
EVERY MONDAY, WEDNESDAY and SATURDAY,
TEA DANCES
TUESDAYS and THURSDAYS.

The Hotel Orchestra under the Direction of
Mr. F. R. Martens.

Telephones in every room.
Telegraphic Address:—"EUROPE, SINGAPORE"
Telephone No. 2740 (9 lines).
THE EUROPE HOTEL LTD.
ARTHUR E. ODELL, Manager.

TINGLING ROMANCE!

WHIRLWIND ACTION!

YOU WANTED MORE

HERE THEY ARE!

**A NEW ROUND OF THE
LEATHER PUSHERS**

"The WANDERING TWO"

DE LUXE EDITION

With Original Cast featuring

REGINALD DENNY

Commencing Sunday, 4th, till Tuesday, 6th.
(Sunday Matinee Excepted)

Also

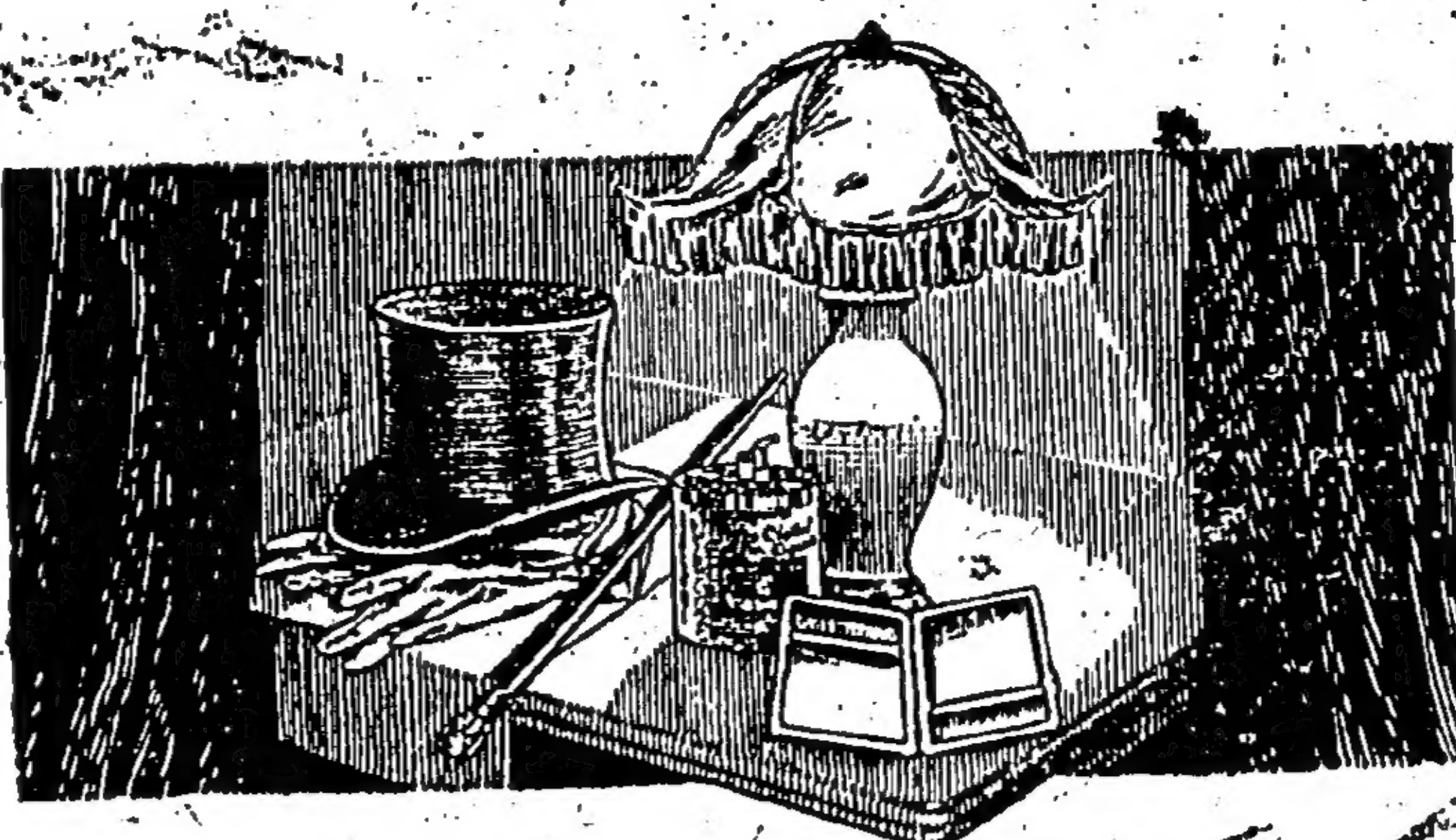
JACK HOXIE

— in —

MEN IN THE RAW

THRILLS. ROMANCE, LOVE, HARD RIDIN',
SLASHING, SMASHING, FIGHTING THE
GLAMOROUS OUTDOORS!

WORLD THEATRE



Fill it with "Three Castles"

Since the days
when cigarettes
were first thought of
Three Castles have
been popular at all
functions where only
the highest quality
cigarettes were
appropriate:—their
excellence never
varies.

Magnum and Regular
sizes. Sold in packets
of 10 and tins of 50
obtainable from all
the leading tobacconists.

"Three Castles"
Magnum Cigarettes



*They maintain
their Reputation*

CHURCH NOTICES.

A Charge of one Dollar is made
for Notices under this heading.

St. John's Cathedral, Hongkong.—
Services 2nd Sunday after
Easter, May 4th, 1924: 8 a.m.
Holy Communion; 10 a.m. Chil-
dren's Service; 11 a.m. Matins
and Sermon. 6 p.m. Evensong
and Sermon.

Wesleyan Methodist Church,
Queen's Road East (opposite
Royal Naval Hospital), Wanchai.
—Sunday, 4th May, 1924. 10.15
a.m. Divine Service and Naval
and Garrison Church Parade.
6 p.m. Sunday School Anniver-
sary Service. Special Hymns
and Recitations by the Scholars.
Preacher: Rev. John Foster, B.A.
(late R.N.), Fuisan.

Sailors' and Soldier's Home,
Arsenal Street.—Sunday, 8.15
p.m. Chaplain's Meeting and
Social Hour Wednesday, 8 p.m.
Chaplain's Study Circle.

First Church of Christ, Scientist,
Maddison Road, below Bowen
Road Tram Station. Sunday,
11.15 a.m. Wednesday, 3.30 p.m.
Reading Room open Tuesday
and Friday mornings 10 to 12.

SAXON SONG

Tools with the comely names,
Mattock and scythe and spade,
Couth and bitter as flames.
Clean and bowed in the blade—
A man and his tools make a man
and his trade.

Breadth of the English shires,
Hummock and kame and mead,
Tang of the reeking byres,
Land of the English breed—
A man and his land make a man
and his creed.

Leisurely flocks and herds,
Cool-eyed cattle that coo
Mildly to wonted words,
Swine that in orchards roam—
A man and his beasts make a
man and his home.

Children sturdy and flaxen,
Shouting in brotherly strife,
Like the land they are Saxon,
Sons of a man and his wife—
For a man and his loves makes a
man and his life.

By V. Sackville-West, in
"Georgian Poetry, 1920-22."

**INDO CHINA STEAM NAVI-
TION CO., LTD.**

THE Forty-Third Ordinary
General Meeting of the
Company will be held at the
Offices of the General Managers,
Messrs. Jardine, Matheson & Co.,
Ltd., Pedder Street, Hongkong on
Tuesday the 6th. May 1924 at 11
o'clock in the morning for the
purpose of receiving the Report
of the Directors, passing the
Accounts, and electing Directors
and Auditors.

The Transfer Books of the
Company will be closed from the
29th April to 20th May both days
inclusive.
By order of the Board,
JARDINE MATHESON &
CO., LTD.,
General Managers.
Hongkong, 16th April, 1924.

LLOYD TRIESTINO S. N. CO.

NOTICE TO CONSIGNEES.

From TRIESTE, VENICE,
BRINDISI, PORT SAID
MASSAUA, ADEN, CO-
LOMBO, PENANG AND
SINGAPORE.

The Steamship
"DUCHESSA D'AOSTA"

CONSIGNEES of cargo are
hereby informed that all
Goods are being landed at their
risk into the Godowns of the
Hongkong and Kowloon Wharf
& Godown Company, Ltd., at
Kowloon, whence and/or from
the wharves delivery may be
obtained.

Optional Cargo will be forward-
ed unless notice to the contrary
be given before 2nd inst.

No claims will be admitted
after the Goods have left the
Godowns, and all Goods remain-
ing undelivered after the 8th
inst. will be subject to rent.

All claims against the steamer
must be presented to the under-
signed on or before the 18th inst.
or they will not be recognized.

All broken, chafed, and damag-
ed Goods are to be left in the
Godowns, where they will be
examined on the 8th inst. at 10
a.m. by our surveyors Messrs.
Goddard & Douglas.

No Fire Insurance has been
effected.

Bill of Lading will be counter-
signed by

DODWELL & CO., LTD.
Agents.
Hongkong, 2nd. May, 1924.

THEATRE ROYAL

Under the Patronage of His
Excellency, the Governor and the
Hongkong St. Andrew's Society.

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HERE AND NOW WORLD-
FAMOUS ARTISTES ARE ABOUT
TO VISIT YOU.

They are touring the world un-
der the immediate auspices of
THE BURNS FEDERATION.

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HEUGHAN**

From the Royal Opera House
Covent Garden, London, and the
principal Italian Opera Houses.
The Greatest of Scotland's
vocalists since
ANDREW BLACK

DAVE KENNEDY

The well known Scottish
Comedian, late of the George
Edwards' Musical Com-
panies etc.

Miss Gladys Sayer

The charming and brilliant
pianist.

WILLIAM HEUGHAN

In an amazing repertoire of songs
—Folk Loro Gems—Classic
—Operatic and Ballads.
They are travellers who pass.
You will regret it if
you miss them. DON'T!

May 3rd, 5th, 6th, & 7th.

at 9.15 p.m.

Prices: \$4.00, \$2.00 & \$1.00

BOOKING AT MOUTRIE'S.

NOTICE.

THE Undersigned, Member
of the Hongkong Stock
Exchange, has resumed business
as Share and General Broker
under the Firm name Joseph
Gould & Co. at No. 10 Ice House
Street.

Mr. Lewis Albert Tobias is
authorised to sign the firm for
Procuration.

JOSEPH GOULD.

Hongkong, 1st May, 1924.

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THE CORONET

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HONGKONG AMUSEMENTS, LTD.

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CARL LAEMMLE'S

Masterly version of Victor Hugo's Novel

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THE CONQUERING POWER

FAREWELL PERFORMANCE

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WEDNESDAY till SATURDAY
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